

Stakeholder = PBAC

Valley Road

- high traffic volume. Properties getting redeveloped.
- key connector. “Bikepath to Nowhere ?” Seriously ...
- Trees, width of roadway and lack of curbing are notable

Most
Preferred



Dedicated space

- protected/buffered bike lanes (as in cities)
- striped bike lanes

Shared space

- share roadway with cars (sharrows)
- share pathway with pedestrians (sidepaths)

Nothing at All

Least
Preferred



Who Are the Stakeholders ?

- Neighborhood residents
- Elected Officials
- Municipal Staff
- Police / Emergency personnel
- Complete Streets advocates/activists/advisors
- Future residents
- Cut-through drivers in a hurry



Stakeholder = PBAC

Most Preferred

Bike Facilities

*Separated Bike Lane
width = 8 feet*

*Bike Lanes (painted
stripes) width = 12 feet*

*Dual sidepaths,
width = 2x6 (12) feet*

*Single sidepath,
width = 8 feet*

*Shared Roadway
Markings (sharrows)*

Walnut & Jefferson Intersections

*2-way stop signs
(blinking LED's)*

*2-way stop signs plus
rumble strips*

*Mini Traffic Circles, as
on Cleveland Lane*

4-way stop signs

2-way stop signs

Least Preferred

Valley Road – Sidepath in the Master Plan



Municipal Engineering - Option A



- 6' wide multi-use pathways on both sides
- Sharrows in the travel lanes

Municipal Engineering - Option B



- 4' wide sidewalk on north side
- 8' wide multi-use pathways on south side
- Sharrows in the travel lanes

From: Heidi <spdwell@gmail.com>

Date: May 15, 2015 at 2:40:55 PM EDT

To: Robert Kiser <rkiser@princetonnj.gov>, Liz Lempert <llemPERT@princetonnj.gov>

Subject: **Curb Bulb.jpg, Harrison andValley Road.pdf, shared pathway 2.jpg, Valley Road.pdf**

Bob and Liz

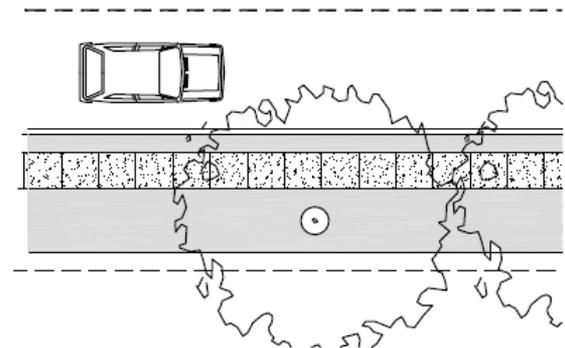
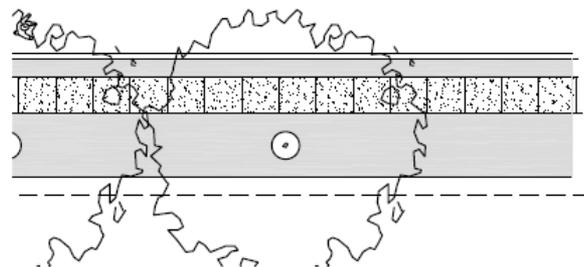
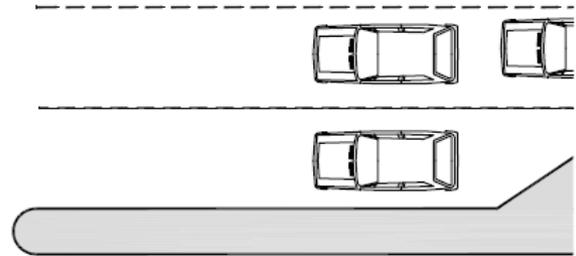
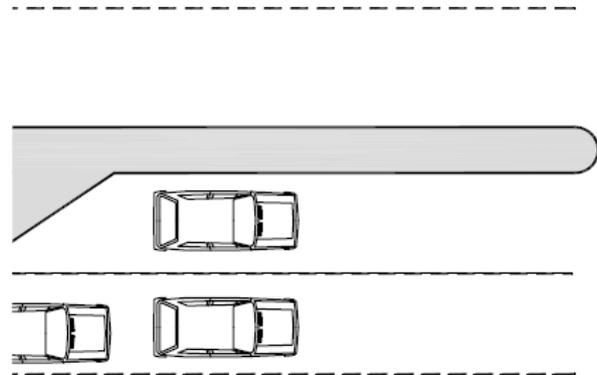
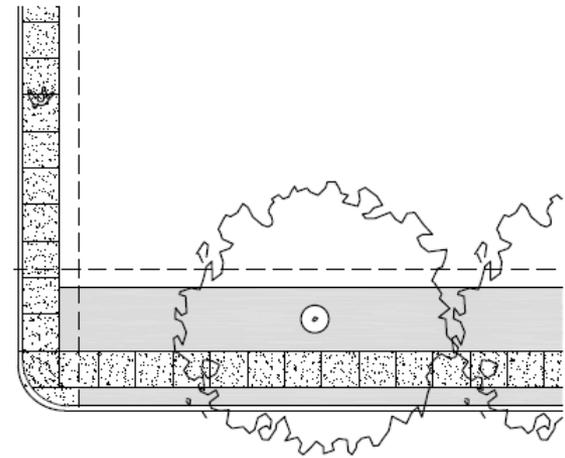
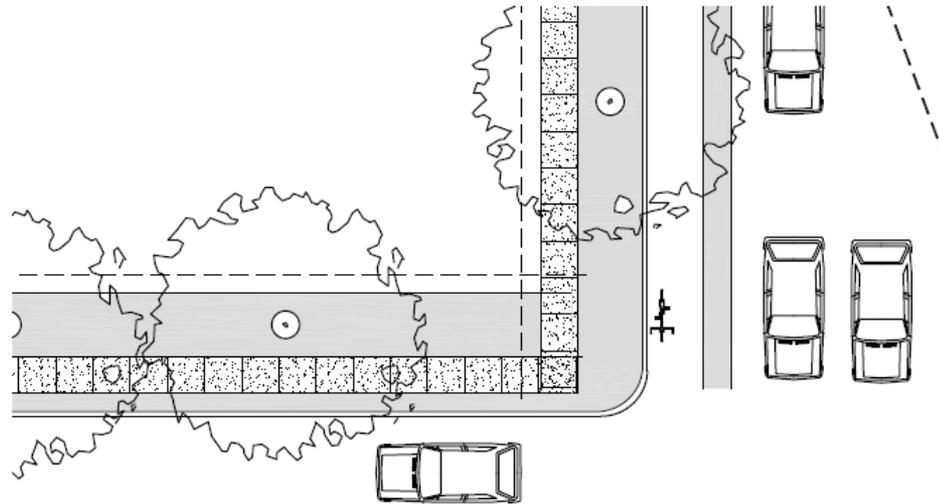
Attached are 2 PDFs that illustrate an idea for Valley Road. It preserves residential sidewalks, trees, parking and traffic lanes while adding a protected bike lane on the south side of Valley Road. Parking has been relocated to the north side. This scheme would require a reduction in the number of parking spaces because they would be limited by the trees. I walked the street to be sure this idea is possible. There are never a lot of cars parked along Valley anyway so I don't think residents would miss a few spaces and they would maintain the type of narrower concrete sidewalks they have now. I realize plowing would be more complex as part of this shift towards incorporating complete streets.

I have also attached a couple of images. One showing the curb around the tree strategy I used in my proposed scheme and one of a shared path where there are different materials which help to define the path for bicyclists and pedestrians. It is important to note that these are not the cheapest materials but again part of the compromise for complete streets.

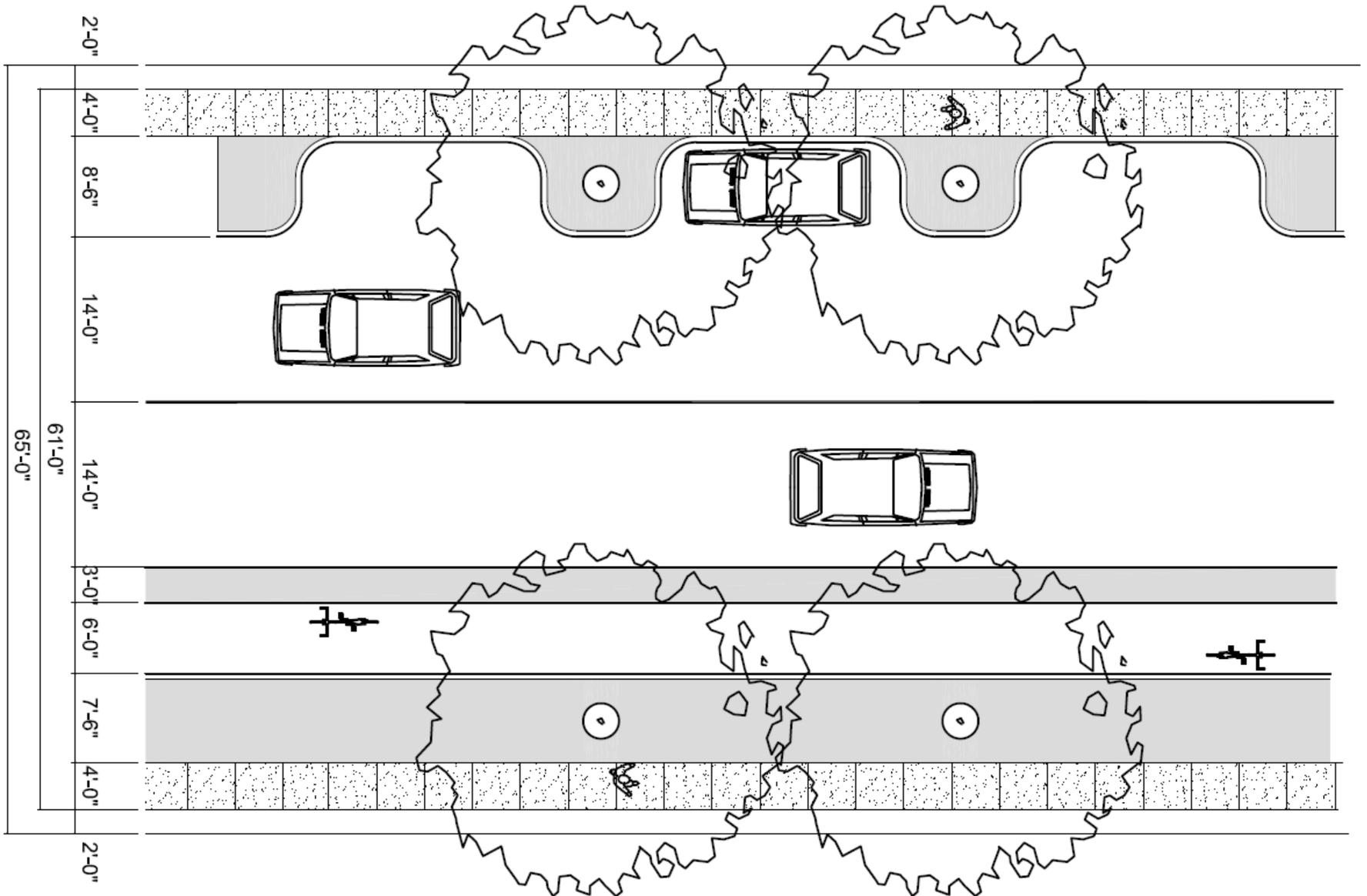
Curb bulb-out; Shared (Dutch?) Bikepath



Heidi: Valley Rd and Harrison



Heidi's Concept for Valley Rd



Summary of Valley Road Design Options

NOTE – neighborhood meetings should try to summarize options side-by-side, like this.

	NORTH SIDE				SOUTH SIDE					
	4-foot sidewalk	6-foot shared path	sharrows	parking	4-foot sidewalk	6-foot shared path	6-foot bike lane	8-foot shared path	sharrows	parking
current design	X				X					X
Option A		X	X			X			X	X
Option B	X		X					X	X	X
Heidi concept	X			X	X		X			