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March 5, 2025

To: Mayor and Council of Princeton

Cc: Bernard Hvozdovic, Administrator; Deanna Stockton, Deputy Administrator/Municipal Engineer; James Purcell, Assistant Municipal Engineer; Justin Lesko, Planning Director

Subject: Harrison Street Corridor Study and Proposed Treatments

Dear Mayor and Council Members,

Walk Bike Princeton is a non-profit group promoting better bike and pedestrian infrastructure in Princeton. We thank the Mayor, Council and the Princeton Engineering department for the ongoing efforts to improve safety and mobility for all road users on Harrison Street. We are writing in response to the presentation by Michael Baker International (consultant) regarding the Harrison Street Corridor Study, and the [Summary of Proposed Treatments Memo](#).

Overall, we support the approach outlined in the memo for Harrison St north of Franklin Ave, with traffic calming features such as lane reductions (road diet), modern roundabouts, and separated bicycle facilities.

For the stretch of Harrison south of Franklin Ave to the Carnegie Lake bridge we recommend a two-pronged approach: **both safe bicycle infrastructure on Harrison St** to support cyclists who are comfortable riding in traffic (Level of Traffic Stress 1 & 2), **as well as a parallel bike boulevard** on Linden Ln and Princeton Ave, etc. to support riders of all ages and abilities (LTS 1 to 4).

Care must be taken to ensure that the proposed parallel bike boulevard is truly appropriate for riders of all ages and abilities. Design of this bike boulevard should not be limited to simply painting sharrows on the road. Special attention must be given to intersection design at Linden Ln/Hamilton Ave and Princeton Ave/Nassau St, and the left turn required from Harrison to either Lake Ln or Hartley (Faculty) St.

On Harrison St, all the intersections with lights should have pedestrian crossing signals, and lights should be configured to detect bicyclists and pedestrians, rather than making them push a button. For the bicycle facility on the bridge over Carnegie Lake, we support alternative two (as shown in figure 3 of the consultant's memo).

Specific design recommendations are listed in the appendix (next page). We are excited to see the Harrison Street safety improvements and the other planned improvements to encourage more people to walk and bike safely around Princeton.

Sincerely,

Walk Bike Princeton

Pallavi Nuka, Jerry Foster, Perry Jones

Sam Bunting, Tineke Thio, Steve Kruse

Lisa Serieyssl, Andrea Malcolm

Appendix: Recommended Treatments

Throughout the Harrison St corridor:

- **Bike lanes throughout the corridor**
- **Sharrows where the roadway is too narrow, with BMUFL signage (“Bicycles May Use Full Lane”).**
- **NO raised medians**
- **NO edge rumble strips**
- **Raised crosswalks at major intersections**
- **Bike boxes at all intersections**
- **Single-Lane Roundabouts, a [proven safety measure](#) per FHWA**
- **Multi-use path all around each roundabout, with [LTS1 or LTS2](#)**
- **Walking path all the way around each roundabout**
- **Intersections without roundabouts should be raised, for traffic calming**
- **Bus stops should have weather protection and bike parking**