



TRUSTEES

October 10, 2013

Jerry Foster,
president
Alison Miller,
1st vice president
Daryl McMillan,
2nd vice president
Kathy Brennan,
secretary
Stacey Karp,
treasurer
Chris Scherer
Dave Robinson
Sonia Gawas
Mike Ruderman
Joe Gorberg
Beth Zeitler

ADVISORY BOARD

Ken Carlson,
founding trustee
and past president
Sandy Shapiro
founding trustee
Michael Ogg
former trustee
Dan Gerstenhaber,
chairman,
West Windsor BikeFest
Alan Hershey,
chairman,
NJ Trails Association
Joe Pica,
Chief of Police,
West Windsor Twp

STUDENT ADVISORS

Alex Inkiow
Alisha Kanitkar
Crystal Lee
Sanjana Saskena
Aji Sjamsu
Brendan Werth

Robert Kenny, Esq.,
counsel

To: West Windsor Township Council Members

CC: West Windsor Mayor Shing-Fu Hsueh, West Windsor Business Administrator Marlena Schmid, West Windsor Community Development Director Patricia Ward, West Windsor Township Engineer Francis Guzik

Re: Additional Recommended Changes to Cranbury Road RFP

Dear Township Council,

Please accept these three additional comments regarding the Cranbury Road Request for Proposal, which are the product of a more thorough review of the RFP. The comments here are the product of our combined views, and do not yet reflect the position of the West Windsor Bicycle and Pedestrian Alliance, since our trustees have not had the opportunity to review them.

Traffic Study

As an alternative to signalization, please consider converting three intersections to mini-roundabouts – Cranbury / Millstone, Cranbury / Clarksville and Clarksville / North Mill.

According to “Roundabouts: An Informational Guide, Second Edition” (NCHRP Report 672, 2011)¹, a mini-roundabout has a fully transversable central island, requires a minimum of only 45 ft diameter, can support up to 15K vehicles/day, and:

“They can be useful in such environments where conventional roundabout design is precluded by right-of-way constraints. In retrofit applications, mini-roundabouts are relatively inexpensive because they typically require minimal additional pavement at the intersecting roads and minor widening at the corner curbs. ... Because they are small, mini-roundabouts are perceived as pedestrian-friendly with short crossing distances and very low vehicle speeds on approaches and exits.”

Engineering Concepts and Recommendations

a. i. Widening Cranbury Road, 1. Minimal Impact – change to read: “2-10’ wide travel lanes in the 25mph zone, 2-11’ wide travel lanes in the 40mph zone, 5’ wide single bike lane in the northbound direction, and 5’ wide sidewalk on the southbound side;”

¹ http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_672.pdf

This reduction in travel lane width in the 25mph zone is intended to calm traffic, per the study “Design Factors That Affect Driver Speed on Suburban Streets,” by Kay Fitzpatrick, Paul Carlson, Marcus Brewer, and Mark Wooldridge (TRR1751-Paper 01-2163)² .

Expanded Scope Limits

Please consider slightly expanding the Expanded Scope Limits to include Millstone Road to the Plainsboro border plus both Stobbe and Joanne streets, to include when studying a connection between Plainsboro and the train station, for example. We believe the combination of Stobbe and Joanne might provide West Windsor’s first Bicycle Boulevard, since motor vehicle traffic is already prevented at Joanne and Millstone.

Respectfully Submitted,

Jerry Foster
President

Alison Miller
1st Vice President

² http://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa09028/69.htm