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TRUSTEES

November 20, 2014

Jerry Foster,  
president  
Alison Miller,  
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Daryl McMillan,  
2<sup>nd</sup> vice president  
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To: West Windsor Township Council

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, Assistant Manager of Engineering Brian Aronson

Re: Clarksville at Hawk Drive Pedestrian Crossing Improvements

Dear West Windsor Township Council,

ADVISORY BOARD

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

The trustees of the WWBPA thank you for all the significant biking and walking improvements we've enjoyed over the past years, and look forward to further improving safety and livability as new improvements are implemented.

Unfortunately, last month a West Windsor pedestrian was struck by a vehicle as he was crossing Clarksville (CR638) at Hawk Drive at night, and died as a result of his injuries. We can only offer our deepest sympathies to his family, and do our utmost to improve this crossing in the hope that a future tragedy will be prevented.

STUDENT ADVISORS

Alex Inkiow  
Chris Inkiow  
Alisha Kanitkar  
Crystal Lee  
Sanjana Saksena  
Aji Sjamsu  
Brendan Werth

We urge you in the strongest possible terms to adopt a resolution asking Mercer County to improve the existing unmarked crosswalk<sup>1</sup> at Clarksville and Hawk Drive, including sufficient nighttime lighting, a painted high visibility crosswalk, pedestrian-activated warning lights and speed-display signs. A model resolution is included for your consideration.

Robert Kenny, Esq.,  
counsel

The Clarksville / Hawk intersection is well used by pedestrians and cyclists, typically but not exclusively by commuters to and from the train station. On September 10, 2014 between 5-8pm, the WWBPA counted 142 bicyclists and pedestrians at Scott and Alexander, nearly all heading toward Clarksville Road, many of whom we can safely assume crossed at Hawk Drive.

It's especially important for pedestrian safety that vehicles on Clarksville keep their speed down to the 35mph speed limit, since motorist compliance with yielding to pedestrians in crosswalks is significantly improved by reducing vehicle speed to below 35mph.<sup>2</sup>

Unfortunately for safety, NJDOT's policy to design roads for 5mph over the speed limit encourages motorists to speed, since it feels comfortable to do so.<sup>3</sup> If a pedestrian is hit by a vehicle traveling at 40mph, however,

he/she has a 15% chance of survival, but if the vehicle is going 30mph, chance of survival increases to 55%<sup>4</sup>. In addition, "Faster speeds increase the likelihood of a pedestrian being hit."<sup>5</sup>

The Clarksville Road corridor has a history of pedestrian crashes, including severe injuries.<sup>6</sup> A 2007 traffic calming study, Taming Traffic, by the Delaware Valley Regional Planning Commission,<sup>7</sup> plus a WWBPA safety audit with township and county officials, resulted in significant improvements, such as the pedestrian crossing between Village Square and Avalon Watch. The Taming Traffic study calls for corridor-wide crosswalk improvements,<sup>8</sup> and the WWBPA also recommended crossing improvements at Hawk Drive in 2011.<sup>9</sup>

We look forward to working with you to make Clarksville Road safer for everyone.

Respectfully Submitted,

Jerry Foster  
President

<sup>1</sup> NJ 39:1-1: "Crosswalk" means that part of a highway at an intersection, either marked or unmarked, existing at each approach of every roadway intersection, ...

<sup>2</sup> "Figure 26 shows motorist yielding by treatment type and speed limit. ... Figure 26 shows a clear break between two groups of treatments at the 35-mph (55-km/h) speed limit. ... On a 35-mph (55-km/h) roadway, the best compliance rate observed for a treatment not showing a red indication to the motorist is about 63 percent. Compliance rates go as low as 8 percent for the 35-mph (55-km/h) speed limit group. For the 25-mph (40-km/h) speed limit roadways, all the devices have a high compliance (greater than 60 percent)."

TCRP REPORT 112/NCHRP REPORT 562, Improving Pedestrian Safety at Unsignalized Crossings  
[http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp\\_rpt\\_562.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_562.pdf)

<sup>3</sup> "Historically, New Jersey has required the design speed to be 5 mph above posted speed for existing roadways, and 10 mph for new roads; ....

The greatest drawback to the existing design speed approach is that drivers usually drive as fast as they believe the road can safely accommodate. Existing policy may thus encourage operating speeds higher than the posted speed limit and/or selected design speed in an area." - NJ DOT Smart Transportation Guidebook (2008), p.42:

<http://www.state.nj.us/transportation/community/mobility/pdf/smarttransportationguidebook2008.pdf>

<sup>4</sup> Federal Highway Administration (2002). Pedestrian Facilities Users Guide: Providing Safety and Mobility. Available at: [http://drusilla.hsrrc.unc.edu/cms/downloads/PedFacility\\_UserGuide2002.pdf](http://drusilla.hsrrc.unc.edu/cms/downloads/PedFacility_UserGuide2002.pdf)

<sup>5</sup> USDOT Federal Highway Administration and Pedestrian and Bicycle Information Center within the University of North Carolina Highway Safety Research Center. <http://www.walkinginfo.org/pedsafe/crashstats.cfm>

<sup>6</sup> [http://www.nj.com/mercer/index.ssf/2012/08/west\\_windsor\\_residents\\_and\\_doc.html](http://www.nj.com/mercer/index.ssf/2012/08/west_windsor_residents_and_doc.html)

<sup>7</sup> <http://wwbpa.org/TamingTraffic.pdf>

<sup>8</sup> "Replace existing standard crosswalks with textured and colored crosswalks using materials such as brick or a synthetic paving treatment. Install pedestrian signal heads and push buttons at each intersection." Page 30

<sup>9</sup> "Create a new crossing of Clarksville Rd at Hawk Drive and the school driveway to include high visibility crosswalk markings and a pedestrian-activated rapid flashing beacon." Page 1

<http://wwbpa.org/wp-content/uploads/2011/11/2011-SRTS-Grant-WW-Schools-Proposals-v2.pdf>