

West Windsor Township

Mayor's Bicycle and Pedestrian Task Force

Final Report

January 5, 2006

Kenneth Carlson, Co-Chair
Ken Naglak, Co-Chair
Mayor's Bicycle and
Pedestrian Task Force

January 5, 2006

The Honorable Shing-Fu Hsueh
Mayor West Windsor Township
271 Clarksville Road
West Windsor, NJ, 08850

Dear Mr. Mayor,

It is our pleasure to submit this final report of the Bicycle and Pedestrian Task Force. Since we began this effort in August 2002, members of your Task Force have worked toward an understanding of bicycle and pedestrian issues in our Township with a goal of developing solutions to help improve bicycle and pedestrian mobility and safety. We are sure you will agree that the hard work of the Task Force, the successful grants applied for, and the awareness of bicycle and pedestrian issues raised, have greatly benefited township residents.

We would like to take this opportunity to thank all the members of the Task Force (listed on the following page) for their hard work and dedication. We would also like to thank members of your staff, most notably Chris Marion, Sam Surtees, Jim Parvesse, Pat Ward, and Brian Aaronson for their assistance in our endeavors.

Finally, it has been a pleasure being part of this Task Force and to have had a chance to serve the Township. We thank you, Mr. Mayor, for providing this opportunity to focus on bicycle and pedestrian issues, and for making yourself and your staff available to us throughout this endeavor.

Sincerely,

Ken Carlson
Co-Chairman
Mayor's Bicycle and Pedestrian Task Force

Ken Naglak
Co-Chairman
Mayor's Bicycle and Pedestrian Task Force

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OVERALL SUMMARY AND MAJOR RECOMMENDATIONS

The primary goal of the Task Force was to produce a comprehensive bicycle and pedestrian plan to be presented to and adopted by the Planning Board. This was to be accomplished by applying for and being granted a NJ DOT Local Planning Assistance Grant that would provide funding for an external bicycle and pedestrian transportation consulting firm to develop a comprehensive plan for the township with appropriate input from the community. The overall mission of the group was to improve bicycle and pedestrian mobility and safety within the township, through improved infrastructure, awareness, and education. With the adoption of most of the recommendations of the Task Force and consulting firm into the Bicycle and Pedestrian component of the Circulation Element of the Master Plan, the Task Force completed its primary goal and disbanded in December 2005. During its tenure, the Task Force made significant progress on many of the other goals that it had set. Significant accomplishments and recommendations of the Task Force were the following:

- Secured a \$160,000 New Jersey Department of Transportation (NJ DOT) Local Planning Assistance Grant that allowed the town to retain the services of Orth-Rodgers, a transportation consulting firm, to develop a comprehensive bicycle and pedestrian plan for the township. The members of the Bicycle and Pedestrian Task Force were actively involved in each step of this process.
- Secured a \$100,000 NJ DOT Grant to construct bikelanes on Southfield Road
- Wrote grants and helped to establish two new recreational trails in town, the Millstone River Trail and the Rogers Preserve Trail, submitted grant applications (currently pending) for the Zaitz Woodland Trail and an extension of the D&R Canal Tow Path in West Windsor, and strongly advocated for the PSE&G Power Line trail.
- Developed a prioritized list of bicycle, sidewalk, crosswalk, and recreational trail projects and recommended the funding of these projects in the 2006-2011 Capital Improvement Budgets, and in addition identified potential bikelanes on a number of Township roads that could be accomplished with minimal effort.
- Developed a comprehensive sidewalk inventory for the Township along with a methodology to prioritize current and future sidewalk projects.
- Promoted bicycling by helping to coordinate and participate in the first two West Windsor Bikefests, by staffing pedestrian and bicycle education tables at the Farmer's Market and other community events, and by hosting the Pedals for Progress community bike drive in the summer of 2005.
- Advocated for a dedicated bicycle and pedestrian bridge over Route 1 as part of the Penns Neck EIS process. Obtained 497 signatures on a petition in favor of such a dedicated bridge. Successfully secured a guarantee from the DOT for a feasibility study for the bridge.
- Advocated for bicycle lanes and sidewalk on the Washington Road Bridge over the Northeast corridor train tracks to provide a safe route for cyclists and pedestrians to access both sides of the train station and local neighborhoods.
- Advocated for the installation of new crosswalks in town, including the successful advocacy of a crosswalk on Princeton-Hightstown Road at Sherbrooke Drive, and made clear the dire need for a crosswalk on Clarksville Road at Avalon Watch,

and the need for a safe crosswalk of Canal Pointe Blvd at Mayfair Drive. Furthermore, the group advocated for the installation of traffic calming to increase pedestrian safety, for instance the introduction of traffic calming measures on Clarksville Road in the vicinity of High School South.

- Advocated for reducing travel lanes on Canal Pointe Boulevard and Alexander Road from four lanes to two lanes. Putting these roads on a “road diet” to two travel lanes with a middle turning lane will have the net result of reducing traffic speeds with minimal impact on traffic flow while allowing for the construction of much needed bike lanes and the inclusion of pedestrian refuge islands. There have been numerous successful examples of road diets in New Jersey and other states that have succeeded in reducing traffic speeds and creating greatly improved conditions for pedestrians and cyclists.

NEXT STEPS:

Overall, the members of the Bicycle and Pedestrian Task Force were satisfied with the accomplishments of the group over the last three plus years. However at the same time, Task Force members feel that there is a great deal more work to do to fulfill the overall mission and fully realize the individual goals laid out at the onset of the Task Force. Therefore, members of the Task Force, in an effort led by Chris Scherer, are forming a new bicycle and pedestrian advocacy group, the West Windsor Bicycle and Pedestrian Alliance, which will work to enhance bicycle and pedestrian mobility and safety, with a focus on increasing bicycle and pedestrian awareness and education.

FOUNDING:

The Mayor’s Bicycle and Pedestrian Task Force was established by Mayor Shing-Fu Hsueh in August 2002. Mayor Hsueh initially appointed ten members, many of whom came from the Recreational Trails and Bicycle Sub-committee of Friends of West Windsor Open Space (FOWWOS). This FOWWOS Committee had been formed in October 2001 and was focused on improving bicycle and pedestrian conditions in the township. Other township residents joined the Task Force over the course of its tenure, with an effort to balance both bicycle and pedestrian issues in all locations throughout the township.

TASK FORCE MEMBERS:

Roger Alig (08/02 to 12/05); **Kristin Appelget** (08/02 to 1/03); **Vasuda Babu**, webmaster (10/02 to 05/03); **Peter Bilton**, GMTMA representative (08/02 to 10/04); **Ken Carlson**, co-chair (08/02 to 12/05); **Meg Chicco** (06/03 to 12/05); **Susan Conlon** (02/03 to 12/05); **Matt Elliot**, High School South Representative (03/05 to 06/05); **Bruce Ellsworth** (12/02 to 12/05); **Dan Fabrizio** (8/02 to 03/03); **Dan Gerstenhaber** (09/03 to 03/05); **Myra Hochman** (08/02 to 04/04); **Arnold Kelly** (06/03 to 12/05); **Barry Keppard**, GMTMA Representative (02/05 to 12/05); **Ken Leon** (9/03 to 02/04); **Marcus Loecher** (03/03 to 10/04); **Daryl MacMillan** (08/02 to 12/05); **Alison Miller** (08/02 to 12/05); **Ken Naglak**, co-chair (08/02 to 12/05); **Ham Pakradooni** (01/03 to 8/04); **Art Pope** (06/03 to 12/05); **Chris Scherer** (03/05 to 12/05); **Sandy Shapiro** (06/03 to 12/05); **Don Smart** (08/02 to 12/04); **Bob Stango**, webmaster (05/03 to 12/05)

Township Liaison: **Jim Parvesse**

MISSION STATEMENT:

To develop and implement a comprehensive plan to improve bicycle and pedestrian access within West Windsor Township, allowing all members of the community (from children to seniors) to travel safely by foot or by bicycle within the township and to have safe access to regional bicycle/pedestrian networks in surrounding municipalities.

APPROACH:

Work in close cooperation with the Township to define existing conditions; identify potential projects; seek and support funding, participate in project implementation; advocate for increased bicycle/pedestrian mobility and safety; and promote bicycle and pedestrian education and activities.

PROCESS:

The members of the Bicycle and Pedestrian Task Force convened once a month for Task Force meetings. Overall, 38 meetings were held, in addition to a number of sub-committee meetings focused on specific projects or issues. Meetings were agenda-driven and detailed minutes of the meetings were taken. Agendas and minutes were distributed by e-mail and minutes were subsequently posted on the Task Force web site. From these meetings, bicycle and pedestrian issues were raised, actions were proposed, and actions were followed up on. Some of these actions involved the writing of grants, obtaining information from township or county officials, conducting sidewalk and bike lane inventories, and other activities.

WEB SITE:

A web site for the Task Force was created by Vasuda Babu and later maintained by Task Force member, Bob Stango, who served as the Task Force's web master. Many valuable links to resources were provided by Task Force members, in particular Meg Chicco and Sandy Shapiro. [HTTP://WWW.PRINCETONOL.COM/GROUPS/BIKEPED/](http://www.princetonol.com/groups/bikeped/)

GOALS:

- Produce a comprehensive bicycle and pedestrian plan that will ultimately be presented to and adopted by the Planning Board.
- To extend and improve the sidewalk system within the Township.
- To develop safe bike lanes along Township roads for both recreation and commutation.
- To develop multi-use recreational trails on open space parcels (in cooperation with FOWWOS) and for diverse activities such as cycling, walking, running, rollerblading, and cross-country skiing.
- To inform and get feedback from the community on bicycle/pedestrian issues and to promote bicycle safety within the township by increasing public awareness.
- To advocate for the creation of safe bike/pedestrian crossing points to traverse major barriers such as the Northeast Corridor Train tracks and Route 1.

- To link major destination points within the Township with safe bicycle and pedestrian routes throughout the region. Major destination points would include schools, retail centers, parks, the train station, and major business centers such as Carnegie Center.
- To seek funding for pedestrian and bicycle projects.

The progress and actions taken on each of the goals of the Task Force are presented hereafter.

Goal #1: Produce a comprehensive bicycle and pedestrian plan that will ultimately be presented to and adopted by the Planning Board

In March of 2003, the Task Force co-chairs wrote a letter to Sheree Davis, Director of the Bureau of Bicycle and Pedestrian Programs at the New Jersey Department of Transportation, expressing interest in the NJ DOT Local Bicycle/Pedestrian Planning Assistance program. This program provides selected NJ municipalities with the technical assistance of a transportation consulting firm to develop a comprehensive bicycle and pedestrian plan. Together with follow-up calls from the co-chairs and input from Mayor Hsueh, the effort was successful, with the awarding of a Local Assistance Grant of \$160,000 to West Windsor Township. NJDOT retained Orth-Rodgers & Associates, Inc., to provide the necessary technical assistance. The study was guided by a Project Steering Committee, consisting of Township Manager of Land Use, Sam Surtees, Township Engineer, Jim Parvesse, Chief Pica, both co-chairs of the Bicycle and Pedestrian Task Force, and a local resident. The Steering Committee met four times over the two-year course of the project, and in addition held a special meeting where preliminary recommendations were presented to the Task Force. A public meeting was also held to gather input on needed improvements from local residents. During the course of the project, Orth-Rodgers received a significant amount of input and information from the Bicycle and Pedestrian Task Force, including a comprehensive sidewalk inventory and sidewalk prioritization process developed by the Task Force. The final product of the Local Assistance Project was a comprehensive Bicycle and Pedestrian Final Plan for the township, dated October 12, 2004. The plan provides a detailed listing of existing conditions for bicyclists and pedestrians in the town, general recommendations and design guidelines on bicycle and pedestrian facilities in the township, and concept improvements for six target areas selected by the Steering Committee. The report is available on the Bicycle and Pedestrian Task Force web site <http://www.princetonol.com/groups/bikeped> or a hard copy can be viewed at the Township Municipal Building. Orth-Rodgers presented the results of the final bike/ped plan as well as their recommendations to the Planning Board. Recommendations from the Final Plan were adopted into the Master Plan in November of 2005. The Orth-Rodgers Final Bicycle and Pedestrian Plan has served as an invaluable reference to the members of the Task Force and should provide the Township with a detailed blueprint for future bicycle and pedestrian improvements.

Goal #2: To extend and improve the sidewalk system within the Township

Through a two step process, the Task Force put together a comprehensive list of recommended sidewalk improvements to enhance the connectivity and infrastructure of our sidewalk system. The first step of this process was to conduct a comprehensive inventory of existing sidewalks in the township and was led by Task Force member Roger Alig. Members of the Task Force conducted field studies of different sections of the township, scoring each street on the presence, or absence of sidewalks. Streets were color-coded based on the presence of sidewalks on both sides of the street, for one side, or for the absence of sidewalks. Roger compiled this information on a township map, then submitted this information to Township staff member Brian Aaronson who then drafted this information onto an aerial map of the township, and color coded the sidewalk status of the streets. A few iterative rounds of information gathering and map updates resulted in a final sidewalk inventory. The sidewalk inventory was subsequently used in the Orth-Rodgers final bicycle and pedestrian plan. This inventory is available at the Township Municipal Building.

The second step of this process, led by Susan Conlon, Alison Miller, and Ken Carlson, was to develop a method to rank sidewalk improvement projects based on existing sidewalk conditions and proximity to major pedestrian generators (as a means to examine areas of greatest pedestrian activity). The Task Force then used this prioritized list of sidewalk projects to develop a recommendation to the Township for funding of sidewalk projects, by breaking down the projects into capital improvement budgets for 2006-2011 (for details see Goal #8). This sidewalk prioritization process was endorsed by the Orth-Rodgers consultants and used in the final Orth-Rodgers bicycle/pedestrian plan.

As part of improved mobility and safety for pedestrians, the Task Force also performed an inventory of existing crosswalks and developed a prioritized list of crosswalk projects in town (also see Goal #8 for details). Two particular crosswalks received significant attention from the Task Force. The dire need for a crosswalk on Clarksville Road at Avalon Watch and the Village Shoppes, and the need for a crosswalk on Canal Pointe Blvd. at Mayfair Drive.

Among the sidewalk priorities identified and advocated for by Task Force members, were the installation of a sidewalk on Alexander Road between Canal Pointe Blvd and the D&R Canal, the installation of a sidewalk to connect the existing Alexander Road sidewalk from Berrien Ave. to the new Alexander Road bridge, and the installation of sidewalks on Rt. 571 between Clarksville Rd. and Wallace/Cranbury Road.

Goal #3: To develop safe bike lanes along Township roads for both recreation and commutation

The Task Force first conducted an inventory of existing bike lanes in town. The Task Force then identified roads in town that could accommodate bike lanes with minimal effort. For instance, Lanwyn Blvd, has shoulders that are wide enough for bike lanes, and only needs proper signing and striping. Another example is Edinburg Road, from

Old Village Road to Mercer County Park. Much of this road is wide enough for bike lanes and just requires signing and striping, except for a section close to Mercer County Park that requires a re-centering of the centerline that would then allow sufficient shoulder width on both sides of the road for bike lanes. These and two other bike lane projects, bike lanes on South Mill Road between Woodmere Road and Princeton-Hightstown Road, and bike lanes on Rabbit Hill Road, were included in the township's 2005 Capital Improvement Budget. A grant application was written for a larger bike lane project along the entire length of Southfield Road. This application was funded (see description within Goal #8) and construction is slated to begin in Spring 2006.

Members of the Task Force strongly advocated for changes in the initial proposal for bike lanes on the proposed update to Route 571 in Princeton Junction. The initial proposal by the township's consulting firm called for bike lanes that merged with sidewalks creating a serious hazard to both cyclists and pedestrians. The plans were updated following public comments with bike lanes along the entire section of Rt. 571 between Clarksville and Wallace Roads.

The Task Force developed a list of recommended future bike lane projects to be included in the 2006-2011 Capital Improvement Budgets (see list in Goal #8).

Goal #4: To develop multi-use recreational trails on open space parcels (in cooperation with FOWWOS) and for diverse activities such as cycling, walking, running, rollerblading, and cross-country skiing

The Task Force has been actively involved in the planning and development of new multi-use recreational trails in the township. These trails include the following:

Millstone River Trail- Members of the Task Force worked closely with FOWWOS and West Windsor Township in the planning and development of the Millstone River Trail. Task Force co-chairman and FOWWOS Trustee, Ken Carlson, prepared a DEP Recreational Trail Grant for the development of the Millstone River Trail which was subsequently funded in 2003. Work was initiated on the trail in the spring of 2005, with the help of about twenty volunteers, and included the construction of a parking lot at the trailhead on Millstone Road, and completion of the main trail from the parking lot to Melville Road. Future work will include construction of a second trail closer to the river, construction of a sidewalk along Millstone Road from the parking lot to the river, and construction of a canoe/kayak launch on the Millstone River.

Rogers Preserve Trail- Task Force member, Roger Alig, led an effort with Task Force members Art Pope and Ken Carlson and local neighbors to construct a recreational trail on the recently acquired Rogers Preserve located on Clarksville Road near Grover's Mill Pond. Work was initiated in the fall of 2005, with the help of Township Landscape Architect, Dan Dobromilsky and Township Manager of Land Use, Sam Surtees and further improvements to the trail will be made in the spring of 2006.

Zaitz Preserve Woodland Trail- The Task Force worked closely with FOWWOS to write a grant for the development of a recreational trail in the wooded section of Zaitz Park. The grant was prepared by Bruce Ellsworth with the help of Ken Carlson, FOWWOS member, Kevin Appelget, and Township Landscape Architect, Dan Dobromilsky who helped prepare the budget of the project. The first application, submitted in 2004, was not funded. The grant application was improved and re-submitted in 2005. Grants will be awarded in the fall of 2006.

PSE&G Trail- The Task Force continually advocated PSE&G officials to allow for the development of the PSE&G trail under the power lines that bisect the town. The Task Force also researched other power line easements in the State and provided Township officials with easement precedents that were then used in the Township's successful effort to secure an agreement with PSE&G.

Goal #5: To inform and get feedback from the community on bicycle/pedestrian issues and to promote bicycle safety within the Township by increasing public awareness

The Bicycle and Pedestrian Task Force was active in promoting bicycle and pedestrian education and in obtaining feedback from residents on bicycle and pedestrian issues. The West Windsor Bikefest originated in the Task Force, when Task Force member Dan Gerstenhaber led a committee to build on the success of the Mayor's Bike Tour in April, 2002. That Tour, led by Ken Carlson and other members of the Recreational Trails and Bicycle Committee that preceded the Task Force, brought together over 30 riders to enjoy a bicycle tour of the Township. The West Windsor Bikefest soon became an independent entity in cooperation with the West Windsor Recreation Department with significant support from the Task Force. There have been two very successful Bikefests, with significant community participation, at which Task Force members volunteered on the rides, at the bicycle rodeo for young children, and in staffing an information table on bicycle and pedestrian issues and projects in town. Several Task Force members, Daryl McMillan, Roger Alig, and Arnold Kelly, were significantly involved in the planning of the Bikefest events. The Task Force has also staffed information tables at the Farmer's Market, educating residents about bike/ped issues and listening to residents' concerns regarding bike and pedestrian safety. Members of the Task Force have also worked with residents on specific projects. For instance, Task Force members Bruce Ellsworth and Ken Carlson worked with residents on Millstone Road trying to forge a consensus on the re-construction of the road to include bike lanes and potentially sidewalks. The Task Force hosted a Pedals for Progress community bike drive in June 2005 at the Farmers' Market. The bike drive, spearheaded by Susan Conlon, was a great community event, and resulted in the collection of over 130 used bicycles for distribution to developing countries.

Goal #6: To advocate for the creation of safe bike/pedestrian crossing points to traverse major barriers such as the Northeast Corridor Train tracks and Route 1

At present, there are no safe bicycle and pedestrian crossings of Route 1 in West Windsor. Existing overpasses at Meadow Road, Alexander Road, and Quakerbridge Road are clearly inadequate for cyclists and pedestrians, and the at-grade crossings, including Washington Road, are clearly dangerous places for cyclists and pedestrians. The Task Force has been strongly advocating the construction of a dedicated bicycle-pedestrian bridge over Route 1, in the vicinity of the Dinky Bridge over Route 1. This bridge, together with a paved path from the train station to the Route 1 bridge, and the from the bridge to the Canal, would provide a safe crossing for cyclists and pedestrians and would open up an important connection between the Princeton Junction train station and the D&R Canal and Princeton. A petition in favor of this bridge has been circulated and currently has the signatures of 497 residents. The bridge concept was proposed by Task Force members during the Penns Neck EIS process, and the DOT agreed in the final EIS to conduct a feasibility study for the bridge.

URL for the petition: <http://www.petitiononline.com/rt1brdg/petition.html>.

The Task Force is in favor of the replacement of the Alexander Road Bridge over the NE corridor train tracks with a new bridge with bike lanes and sidewalks, providing the first safe crossing of the NE corridor tracks in the township. It will be important to ensure safe passage of cyclists and pedestrians through the proposed roundabout and equally important to construct bike lanes and sidewalks on Alexander and North Post Roads.

Goal #7: To link major destination points within the Township with safe bicycle and pedestrian routes throughout the region. Major destination points would include schools, retail centers, parks, the train station, and major business centers such as Carnegie Center

The Task Force has focused on creating safe routes that link important destination points in town. The train station has been a central focus of this effort. The Task Force advocated strongly for bike lanes along Route 571 in the proposed concept plan for improvements to Route 571. Inclusion of bike lanes would facilitate commutation to the train station. The Task Force has also advocated for improved bicycle and pedestrian access to area schools, including the writing of a Safe Routes to School grant to fill in a missing sidewalk link on Clarksville Road near High School South, and advocating sidewalks on Millstone Road to improve pedestrian access to High School North.

Goal #8: To seek funding for pedestrian and bicycle projects

NJDOT Local Assistance Grant- Task Force co-chairs, Ken Carlson and Ken Naglak, applied for the NJDOT Local Assistance Grant and the town ultimately was awarded a \$160,000 grant to bring in an external transportation consultant to develop a comprehensive bicycle and pedestrian plan for the township. Recommendations from this plan were adopted into the Circulation Element of the town's Master Plan in fall of 2005.

Recreational Trail Grant for Zaitz Preserve Woodland Trail- The Task Force worked closely with FOWWOS to write a grant for the development of a recreational trail in the wooded section of Zaitz park. The grant was prepared by Bruce Ellsworth with the help of Ken Carlson, FOWWOS member, Kevin Appelget, and Township Landscape Architect, Dan Dobromilsky who helped prepare the budget of the project. The first application, submitted in 2004, was not funded. The grant application was improved and re-submitted in 2005. Grants will be awarded in the fall of 2006.

2003 NJDOT State Aid to Counties and Municipalities for Bikelanes on Southfield Road- The Task Force submitted a grant application for \$100,000 for bike lanes on the entire length of Southfield Road from the Plainsboro border to Village Road. The application was prepared by Task Force member Don Smart with the help of Ken Carlson, Township Engineer Jim Parvesse who helped prepare the project budget, and township staff member, Brian Aaronson who drafted maps of the project. The \$100,000 grant was awarded to West Windsor. The project is to be initiated in spring of 2006.

2005 NJDOT Municipal Aid Grant for Bicycle Projects- Delaware and Raritan Canal State Park Towpath Extension- A grant application to develop a towpath on the West Windsor side of the D&R Canal from Alexander Road to the bridge over the canal at the Princeton Golf Course was prepared and submitted in 2004 as a NJ DOT Transportation Enhancement Grant. The grant application was prepared by Task Force member Bruce Ellsworth with the help of Ken Carlson, Township Engineer Jim Parvesse who helped prepare the project budget, Township Landscape Architect Dan Dobromilsky, and township staff member, Brian Aaronson who drafted maps of the project. This application was not approved for funding. The grant application was then re-formatted by township staff as a 2005 Municipal Aid Grant for Bicycle Projects. The township is still awaiting word on funding.

2004 NJ DOT Safe Routes to School Grant- A grant application was prepared by Meg Chicco and Susan Conlon to seek funding for missing sidewalk links to provide greater pedestrian access to public schools. This grant was turned down but educated the group about the applicability of the Safe Routes to School Grant program.

West Windsor Township Capital Improvement Budget for 2005

The Task Force recommended that the Township include funding for bike lanes for Rabbit Hill Road, Lanwyn Blvd., South Mill Road, and Edinburg Road in the Township's 2005 Capital Improvement Budget. The Township acted on these recommendations and these projects are scheduled to be initiated in spring of 2006.

West Windsor Township Capital Improvement Budget for 2006-2011

- Recommended Sidewalk Improvement Projects for Inclusion in 2006-2011 Capital Budget

Method: Sidewalk Prioritization Method

- Step 1: Began process with updated Sidewalk Inventory
- Step 2: Identified Key Generators (e.g., train station)
- Step 3: Maps were generated by Brian Aaronson (WW Twp.) that placed each generator in the center of an aerial photograph that also contains color coded sidewalk inventory
- Step 4: Identified missing sidewalk links and key routes to generators
- Step 5: Created sidewalk project ranking by scoring pedestrian routes for distance to generator (2 points for within ½ mile; 1 point for within 1 mile) and sidewalk status of route (2 points for no sidewalks, 1 point for 1 sidewalk)
- Step 6: Talled up overall scores, that is the # of times a sidewalk project appears in various generator maps
 e.g., a missing link with no sidewalks within 1/2 mile of a generator scores 4 points (2 times 2). If this missing link appears in four generator maps within 1/2 mile of each generator, this missing sidewalk link scores 16 (4+4+4+4)
- Step 8: Grouped sidewalk projects by overall prioritization score
- Step 9: Grouped sidewalk projects into capital budget years based on coordination and timing of projects (e.g., Rt. 571 project, Alexander Rd. orphan bridge), grouping similar projects together and giving higher priority to sidewalk projects close to schools

Generators

Schools: High School South, Maurice Hawk, Dutch Neck, Village, High School North/Community MS/Millstone River School (as one generator), and Mercer County College

Municipal/Transportation: Train Station, Municipal Complex

Parks: Community Park, Arboretum, Conover Fields, Van Nest, Mercer County Park, Mercer Boat House, Zaitz Park, D&R Canal-Washington Road, D&R Canal-Alexander Rd, Princeton Junction Park, Duck Pond Park, Athletic Fields on Washington Road near Canal

Retail: Acme, McCafferys, Windsor Green, Market Fair, Nassau Park, Village Shoppes at Clarsville Rd, Ellsworth Shopping Center, Princeton Arms (Old Trenton Rd.)

See bottom of each table for key to color coding.

Sidewalk Project Priorities August 2005		
Overall Sidewalk Project Ratings		
Route	Sidewalk Status	Rating
Rt. 571- Bridge over NE Corridor Tracks*	Key Missing Link	36
Rt. 571- between Clarksville Rd & Wallace/Cranbury Rd. #	Key Missing Link	36
North Mill Rd		36
Clarksville Rd- between Landing Lane & Villa Dr * (1 property)	Key Missing Link	34
Clarksville Rd- between Landing Lane & Cranbury Rd		34
Alexander Road- between Berrien Ave & Wallace Rd *#	Key Missing Link	32
Hendrickson Drive		32

North Post Rd- betw. Orphan bridge & Woodmeadow La	Key Missing Link	30
Cranbury Rd- between Rt. 571 & Sunnysdale Way	Key Missing Link	30
Millstone Rd (need to coordinate with residents)		26
Alexander Rd- between Orphan bridge & Vaughn Dr **	Key Missing Link	24
Wallace Rd- between Rt. 571 & Train Station entrance ** (1 property)	Key Missing Link	24
North Post Rd- between Woodmeadow La & Library * (1 property)	Key Missing Link	24
Village Road- between N Post Rd, & Wood Hollow Rd. * (1 property)	Key Missing Link	24
Old Bear Brook Rd (full length)		24
Cranbury Rd- between Bolymar Dr & Perry Dr	Key Missing Link	22
Cranbury Road- between Rabbit Hill Rd & Steele Dr		22
Rt. 571- between South Mill Rd & Bernt Midland Blvd		20
Conover Rd- between South Post Rd. & Ginnie La	Key Missing Link	18
Conover Rd- curved section at Aldrich	Key Missing Link	18
Harris Rd- between Clarksville Rd. & Alexander Rd #		17
Alexander Rd- between Berrien Ave & Rt. 571 #		16
Scott Ave- between Alexander Rd & Wallace Rd #		15
Penn Lyle Rd.- between Clarksville Rd & Canoe Brook Rd		15
North Post Rd- between Indian Run Rd & Ward Rd		15
Southfield Rd- between Westbrook Rd & Rt. 571	Key Missing Link	14
Rt 571- between Wallingford Rd & Rt 1	Key Missing Link	14
Cranbury Rd- between Perry Dr & the Millstone River		14
Rt 571- between Clarksville Rd & South Mill Rd		14
Meadow Rd Ext- between Canal Pt Blvd & Rt 1 *		14
Farber Rd- between Canal Pointe Blvd & Rt 1		14
Alexander Rd- between D&R Canal & Canal Pointe Blvd #	Key Missing Link	12
Rt 571- between Bernt Midland Drive & Bentley Dr *	Key Missing Link	12
Bear Brook Rd (at Little Bear Brook Park) *	Key Missing Link	12
Rt. 571- between D&R Canal & Rt 1		12
South Post Rd- between Conover Rd & Lake Mercer *		12
Rabbit Hill Rd- between Cranbury Rd & PSE&G		12
Southmill Rd- between Rumford Rd & Rt 571		11
Canal Pointe Blvd- between Emmons Drive & Alexander Rd		10
Village Rd East- between Village Grande Blvd & South Lane		10
Southfield Rd- between Village Rd & Westbrook		10
Clarksville Rd- between NE Corridor Bridge & Q'Bridge Rd		10
Village Rd East- along one property at intersection with Edinburg Rd *	Key Missing Link	10
Rt 571- between Rabbit Hill Rd & bridge over Bear Brook	Key Missing Link	10
Rabbit Hill Rd- between Bear Brook Rd & Rt 571	Key Missing Link	10
North Post Rd- between Ward Rd & Jacob Dr	Key Missing Link	8
Rt 571- between Bentley & Rabbit Hill * (1 property)	Key Missing Link	8
Harrison Rd- between D&R Canal & Rt. 1		8
South Post Rd- between Old Trenton Rd & Lake mercer		8
Cubberly Lane- between Line Rd & Old Trenton Rd		8
Penn Lyle Rd. between Penn Lyle Park & Westwinds		8
Old Trenton Rd- between Dorchester Rd & Village Grande Blvd		8
Southfield Rd- between Fairway Dr & Westbrook Dr		8

Carnegie Blvd West		8
Canal Pointe Blvd- between Emmons Dr & Meadow Rd Ext #		8
Alexander Rd- between Vaughn Dr. & Rozel Rd #		7
Village Rd East- between Southfield & Mill Brook Rd		7
Village Rd East- between Longfellow Ct & South Mill Rd		7
Southmill Rd- between Woodmere Dr & Rumford Way		6
Old Trenton Rd- between Danville Dr & Newport Dr		4.5
Penn Lyle Rd- between Woodmere Rd & Village Rd	Key Missing Link	4
Alexander Rd- between Roszel Rd & Rt 1 #		4
Southfield Rd- between Sheridan Dr & Millstone River	Key Missing Link	2
* Relatively Easy Project		
# High accident area		
Sidewalk Status Key		
No Sidewalk on either side of street		
Mixed section of no sidewalks and 1 sidewalk		
Sidewalk on 1 side of the street		

Sidewalk Project Priorities August 2005		
Listed by Recommendation for Capital Budget Year		
Route	Sidewalk Status	Rating
2006		
Rt. 571- Bridge over NE Corridor Tracks *	Key Missing Link	36
Rt. 571- between Clarksville Rd. & Wallace/Cranbury Rd. #	Key Missing Link	36
Clarksville Rd- between Landing Lane & Villa Dr * (1 property)	Key Missing Link	34
Wallace Rd- between Rt. 571 & Train Station entrance ** (1 property)	Key Missing Link	24
Village Road- between N Post Rd & Wood Hollow Rd * (1 property)	Key Missing Link	24
Conover Rd- between South Post Rd & Ginnie Lane	Key Missing Link	18
Conover Rd- curved section beginning at Aldrich Rd	Key Missing Link	18
Alexander Rd- between D&R Canal & Canal Pointe Blvd #	Key Missing Link	12
Bear Brook Rd- along Little Bear Brook Park * (1 property)	Key Missing Link	12
Village Rd East- along 1 property at intersection with Edinburg Rd *	Key Missing Link	10
Southfield Rd- between Westbrook Rd & Rt. 571 * (1 property)	Key Missing Link	14
2007		
Clarksville Rd- between Landing Lane & Cranbury Rd		34
Cranbury Rd- between Rt. 571 & Sunnydale Dr.	Key Missing Link	30
Rt. 571- between Bernt Midland Drive & Bentley Dr *	Key Missing Link	12
Rt. 571- between Rabbit Hill Rd. & Bear Brook	Key Missing Link	10
Rt. 571- between Bentley Dr. & Rabbit Hill Rd * (1 property)	Key Missing Link	8
North Post Rd- between Ward Rd & Jacob Dr	Key Missing Link	8
Harris Rd- between Clarksville Rd. & Alexander Rd #		17

Alexander Rd- between Berrien Ave & Rt. 571 #		16
Scott Ave- between Alexander & Wallace #		15
North Post Rd- between Indian Run Rd & Ward Rd		15
Meadow Rd Ext.- between Canal Pt. Blvd & Rt. 1 *		14
Farber Rd- between Canal Pointe Blvd & Rt 1		14
Canal Pointe Blvd- between Emmons Drive & Alexander Rd		10
Canal Pointe Blvd- between Emmons Dr & Meadow Rd Ext. #		8
2008		
Alexander Road- between Berrien Ave & Wallace Rd. **	Key Missing Link	32
North Post Rd- between Orphan bridge & Woodmeadow La.	Key Missing Link	30
Alexander Rd- between Orphan bridge & Vaughn Dr. **	Key Missing Link	24
North Post Rd- between Woodmeadow La & Library * (1 property)	Key Missing Link	24
Cranbury Rd- between Bolymar Dr & Perry Dr	Key Missing Link	22
Rt. 571- between Wallingford Rd. & Rt 1	Key Missing Link	14
Old Bear Brook Rd (full length)		24
Cranbury Road- between Rabbit Hill Rd & Steele Dr		22
Rt. 571- between D&R Canal & Rt 1		12
South Post Rd- between Conover Rd. & Lake Mercer *		12
Rabbit Hill Rd- between Cranbury Rd & PSE&G		12
2009		
Penn Lyle Rd.- between Clarksville Rd. & Canoe Brook Rd		15
Southmill Rd- between Rumford Rd. & Rt. 571		11
Rabbit Hill Rd- between Bear Brook Rd & Rt. 571	Key Missing Link	10
Village Rd East- between Village Grande Blvd & South Lane		10
Southfield Rd- between Village Rd & Westbrook Rd		10
South Post Rd- between Old Trenton Rd. & Lake Mercer		8
Cubberly Lane- between Line Rd & Old Trenton		8
Penn Lyle Rd. between Penn Lyle Park & Westwinds		8
2010		
Millstone Rd (need to coordinate with residents)		26
Cranbury Rd- between Perry Dr & Millstone River		14
Harrison Rd- between D&R Canal & Rt. 1		8
Old Trenton Rd- between Dorchester Rd. & Village Grande Blvd		8
Southfield Rd- between Fairway Dr & Westbrook Rd.		8
Carnegie Blvd West		8
Village Rd East- Southfield to Mill Brook		7
Alexander Rd- between Vaughn Dr. & Rozel Rd #		7
Village Rd East- between Longfellow Ct & South Mill Rd		7
2011		
North Mill Rd		36
Hendrickson Drive		32
Rt. 571- between South Mill Rd. & Bernt Midland Blvd		20

Rt. 571- between Clarksville Rd & South Mill		14
Clarksville Rd- between Ne Corridor RR bridge & Q'Bridge Rd		10
Southmill Rd- between Woodmere Dr. & Rumford Rd		6
Old Trenton Rd- between Danville Dr & Newport Dr		4.5
Alexander Rd- between Rozel Rd & Rt 1 #		4
Penn Lyle Rd- between Woodmere and Village		4
Southfield Rd- between Sheridan Rd. & Millstone River		2
* Relatively Easy Project		
# High accident area		
Sidewalk Status Key		
No Sidewalk on either side of street		
Mixed section of no sidewalks and 1 sidewalk		
Sidewalk on 1 side of the street		

Generators

- Recommended Bikeline Improvement Projects for Inclusion in 2006-2011 Capital Budget

Project Listing by Overall Priority

Overall Project Priorities	Scope of Project	Funding Source
Southfield Road- from Millstone River to Village Rd	Bikeline construction	DOT grant and 2005 Capital Budget
South Mill Rd- from PSE&G to Woodmere Rd	Signing and striping	2005 Capital Budget
Rabbit Hill Road from Bennington Dr to PSE&G	Signing and striping	2005 Capital Budget
Lanwyn Blvd from Rt. 571 to New Edinburg Rd.	Signing and striping	2005 Capital Budget
Edinburg Rd from Mercer Co. Park to Village Rd	Signing and Striping/ center midline	2005 Capital Budget
Millstone Rd. from Cranbury Rd. to Plainsboro Township	Compatible Shoulder Constr.	2005 DOT Grant & Capital Budget
Clarksville Rd from Cranbury Rd to N. Post Road	Bikeline construction	DOT Bikeline Grant & Capital Budget
Cranbury Road from Millstone River to Millstone Rd	Compatible Shoulder Constr.	DOT Bikeline Grant & Capital Budget
Cranbury Road from Millstone to Route 571	Share the Road signs	Capital Budget
Washington Road from Cranbury Rd to Rt. 1	Bikeline construction	Capital Budget and County funding
Wallace Road/North Post from Rt. 571 to Clarksville Rd.	Bikeline construction	DOT Bikeline Grant & Capital Budget
Harris Road from Clarksville Rd. to Alexander Rd	Share the road signs	Capital Budget
Alexander Rd from Wallace Rd to Route 571	Share the road signs	Capital Budget

Berrien Ave. from Alexander Road to Lillie	Share the road signs	Capital Budget
Benford Drive from Emil St. to Clarksville Rd	Share the road signs	Capital Budget
Scott Ave from Wallace Rd to Emil St	Share the road signs	Capital Budget
Lille St from Benford Dr. to Harris Rd.	Share the road signs	Capital Budget
Washington Road from Rt. 1 to D&R Canal	Bikelane construction	Capital Budget and County funding
Washington Road from Clarksville Rd To Cranbury Rd	Bikelane construction	Rt. 571 Re-Design Project & Capital Budget
Old Trenton Road from Hughes to Twp border near Route 571	Bikelane construction	Bikelane Grant & Capital Budget
Village Rd from N. Post Rd to Quakerbridge Road	Bikelane construction	Capital Budget and County funding
N. Post Road from Clarksville Rd to Village Rd (west side)	Bikelane construction	DOT Bikelane Grant & 2009 Capital Budget
Clarksville Rd from N. Post Rd to Quakerbridge Rd	Bikelane construction	Wyeth property development funds & 2009 Capital Budget
Penn Lyle Rd from Clarksville to New Village Rd.	Bikelane construction	Capital Budget
South Post Road from Conover Rd to New Village Rd	Compatible Shoulder cnstr.	DOT Bikelane Grant & 2011 Capital Budget
Bike Path from Rt. 1 bike/ped bridge to P. Jct. Station	Improvement and extension of existing path	Capital Budget
Bike Path from Rt. 1 bike/ped bridge to D&R Canal	Bike path construction	TEA-21 Grant & Capital Budget
North Post from Clarksville to Conover Road	Compatible Shoulder constr.	Capital budget

Bikelane Projects Listed by Recommended Capital Budget Year

Recommendations for Inclusion in 2006-2011 Capital Budgets	Scope of Project	Funding Source
2005		
Southfield Road- from Millstone River to Village Rd	Bikelane construction	DOT grant and 2005 Capital Budget
South Mill Rd- from PSE&G to Woodmere Rd	Signing and striping	2005 Capital Budget
Rabbit Hill Road from Bennington Dr to PSE&G	Signing and striping	2005 Capital Budget
Lanwyn Blvd from Rt. 571 to New Edinburg Rd.	Signing and striping	2005 Capital Budget
Edinburg Rd from Mercer Co. Park to Village Rd	Signing and Striping/ center midline	2005 Capital Budget
Millstone Rd. from Cranbury Rd. to Plainsboro Township	Compatible Shoulder Construction	DOT Grant & Capital Budget
2006		
Clarksville Rd from Cranbury Rd to N. Post Road	Bikelane construction	DOT Bikelane Grant & Capital Budget
Cranbury Road from Millstone River to Millstone Rd	Compatible Shoulder Construction	DOT Bikelane Grant & Capital Budget
Cranbury Road from Millstone to Route 571	Share the Road signs	Capital Budget
Washington Road from Cranbury Rd to Rt. 1	Bikelane construction	Capital Budget and County funding
Wallace Road/North Post from Rt. 571 to Clarksville Rd.	Bikelane construction	DOT Bikelane Grant & Capital Budget
Harris Road from Clarksville Rd. to Alexander Rd	Share the road signs	Capital Budget
Alexander Rd from Wallace Rd to Route 571	Share the road signs	Capital Budget
2007		
Washington Road from Rt. 1 to D&R Canal	Bikelane construction	Capital Budget and County funding
Washington Road from Clarksville Rd To Cranbury Rd	Bikelane construction	Rt. 571 Re-Design Project and Capital Budget
Old Trenton Road from Hughes to Twp border near Route 571	Bikelane construction	Bikelane Grant & Capital Budget
Berrien Ave. from Alexander Road to Lillie	Share the road signs	Capital Budget
Benford Drive from Emil St. to Clarksville Rd	Share the road signs	Capital Budget
2008		
Village Rd from N. Post Rd to Quakerbridge Road	Bikelane construction	Capital Budget and County funding

2009		
N. Post Road from Clarksville Rd to Village Rd (west side)	Bikelane construction	DOT Bikelane Grant & 2009 Capital Budget
Clarksville Rd from N. Post Rd to Quakerbridge Rd	Bikelane construction	Wyeth property development funds & 2009 Capital Budget
Scott Ave from Wallace Rd to Emil St	Share the road signs	Capital Budget
Lille St from Benford Dr. to Harris Rd.	Share the road signs	Capital Budget

2010		
Penn Lyle Rd from Clarksville to New Village Rd.	Bikelane construction	Capital Budget
South Post Road from Conover Rd to New Village Rd	Compatible Shoulder construction	DOT Bikelane Grant & 2011 Capital Budget
Bike Path from Rt. 1 bike/ped bridge to P. Jct. Station	Improvement and extension of existing path	Capital Budget
Bike Path from Rt. 1 bike/ped bridge to D&R Canal	Bike path construction	TEA-21 Grant & Capital Budget
2011		
North Post from Clarksville to Conover Road	Compatible Shoulder construction	Capital budget

Notes:

The suggested projects are based on the recommendations of the Orth-Rodgers report (see figure 8 in the report) and have been prioritized based on committee member input.

In general, it was agreed that the primary focus for bicycle use should be on local (i.e., within West Windsor) generators with secondary focus on connectors to neighboring townships (e.g., Cranbury, Hightstown, Princeton, Plainsboro, Hamilton and Lawrence). Due to the relatively small distances involved, a few bicycle-friendly roads to high generators (e.g., train station, high schools, and major businesses) in the Princeton Junction area are deemed more beneficial than many smaller bicycle friendly roads scattered throughout the township.

The committee continues to feel that a viable Route One Crossing for bike/ped purposes is of utmost importance but clearly needs to be coordinated from a regional perspective. Pending funding of a bike/ped bridge from an outside source such as the Penns Neck EIS process, interim solutions should be examined such as the use of Carillon Blvd. – Carnegie Dr - Roszel and Alexander Rd. to the Train Station.

All road maintenance projects planned by the township, county and/or state should incorporate planning for bike lanes compatible shoulders or share the roadway designations as outlined in the Orth Rodgers report.

- Recommended Crosswalk Improvement Projects for Inclusion in 2006-2011 Capital Budget

Listed by Overall Priority and then Placed Within Recommended Capital Budget Year

2006

- Wallace Road and Scott Avenue #
Crosswalk with brick treatment to coordinate with others in the neighborhood with pedestrian-activated lights. There are very poor sight lines at this intersection..
- Alexander Road and Vaughn Drive #
Crosswalk with lights. This is a well traveled crosswalk. It is wide and not well lighted.
- Canal Pointe Blvd and Mayfair Drive #
Crosswalk installation with lights and pedestrian-activated signs with flashing lights. This intersection has poor sight lines and is the only access to Market Fair.
- Clarksville Road- Village Shoppes/Avalon Watch
Crosswalk with pedestrian signs.
- Cranbury Road at Van Nest Park
Re-paint existing crosswalk and install pedestrian signs.

2007

- Canal Pointe Blvd and Emmons Drive #
Re-paint existing crosswalk and install pedestrian signs
- Canal Pointe and Meadow Road Extension #
Re-paint existing crosswalk and install pedestrian signs
- Alexander Road and Roszel Road #
Re-paint existing crosswalk and install pedestrian signs
- Clarksville Road and North Post Road
Re-paint existing crosswalk and install pedestrian signs
- Woodmere Dr and South Mill Rd
Re-paint existing crosswalk and install pedestrian signs

2008

- Alexander Road at the D&R Canal #
Crosswalk installation and install pedestrian signs .
- Washington Road at the D&R Canal #
Crosswalk installation and install pedestrian signs .
- Harrison Road at the D&R Canal
Crosswalk installation and install pedestrian signs
- Clarksville Road and Hawk Drive
Crosswalk installation and install pedestrian signs

2009

- Alexander Rd and the Gables #
Re-paint existing crosswalk
- Alexander Rd and the Scott Ave #
Re-paint existing crosswalk
- Alexander Rd and the Berrien Ave #
Re-paint existing crosswalk
- Alexander Rd and Harris Rd #
Re-paint existing crosswalk #
- Alexander Rd and the Scott Ave #
Re-paint existing crosswalk

To be coordinated with the Rt. 571 Project

- Route 571 and Clarksville Road
- Route 571 and Sherbrooke Drive
- Route 571 and Cranbury/Wallace Road
- Route 571 and Alexander Road

To be coordinated with the Alexander orphan bridge replacement project

- Wallace and Alexander Road #

High accident area

- Recommended Recreational Trail Projects for Inclusion in the 2006-2011 Capital Budgets

Listed by Overall Priority and then Placed Within Recommended Capital Budget Year

2006

- **Rogers Preserve Trail** – The recently acquired Rogers Preserve, together with adjacent Township land, links Clarksville Road at Grover’s Mill to Cranbury Neck Road near Stobbe’s Lane and to the connector between Landing Lane and Berkshire Drive. A ‘forest trail’ through these lands would permit pedestrian access between these roads. With guidance from the township, volunteers can largely build this trail. Some township money will be needed to construct walkways over some uneven terrain. In addition to a quiet off-road opportunity to view the Millstone River, it will enable many residents to access the train station without cars, abating the parking problem there. This trail is part of the larger Bear Brook Trail proposed by Sam Surtees.

- **D&R Canal Trail between Alexander Rd and Princeton Golf course** — This trail will parallel the towpath, but lie on the West Windsor side of the canal. It would enable residents in Canal Pointe and nearby communities to walk or bicycle along the canal to reach bridges across the canal as well as nearby stores and businesses. It would closely follow West Windsor sewer lines. A DOT grant for this trail is currently under review.

2007

- **Duck Pond Run Trail**— This trail lies on the sewer line along Duck Pond Run between Penn Lyle and North Post Roads. It would provide a bicycle/pedestrian link between these roads. It could be the first part of a trail following Duck Pond Run to the D & R Canal. This will include the proposed Duck Pond Park on Meadow Road. A passageway currently exists between Penn Lyle and North Post Roads, apart from a small region of wetlands. Passage over this wet area is needed, as well as upgrading of the passageway to accommodate bikes and pedestrians.
- **Zaitz Preserve Trail** —The recently acquired Zaitz Preserve, fronting on Southfield Road, contains rare upland forest. Trails will enable community enjoyment of this resource. Volunteers may be able to contribute to development of these trails, but Township support will be needed. A DEP is grant under review.

2008

- **Canal Pointe Blvd to Nassau Park Trail**— To reach Nassau Park, residents of Canal Pointe and nearby communities must drive. Yet, for many, it is a short distance that could be walked in less time. To do so a trail is needed between the Princeton Golf Course and Nassau Park. The ends would be near the Golf Course facilities buildings and the back of Kohl's. The trail must bridge Duck Pond Run and traverse some wetlands. Mercer County support is needed, as it owns the Golf Course.
- **South Post Road at Conover to Mercer Lake Trail**— The new facility for the US National Rowing Team brings many people to the north side of Mercer Lake. Indeed road improvements have been made to South Post Road, and will be made to Conover Road to accommodate vehicular travel by these people. Many, however will want to walk, run, or bicycle. Upgrading portions of the existing 'blue trail' in Mercer County Park will enable these activities. The cooperation of Mercer County Park will be a significant portion of this trail development.

2009

- **Millstone River Trail Phase II**— The new Millstone River Trail extends from Melville Road to Millstone Road. Phase II will extend the trail west from Millstone Road through the Castoro Property to the Astura property. Passing through these lands, the trail will parallel the railroad and cross Big Bear Brook to end on Cranbury Neck Road near the Ellsworth Center. This trail, together with the Rogers Preserve Trail (2006), will enable many residents from the Grover's Mill area to access the train station without use of a car. This trail can utilize volunteer help, but substantial Township support will be needed, especially in crossing Big Bear Brook.

2010

- **Trail along Alexander Road from Canal Pointe jug handle to D&R Canal**— This trail will parallel the straight section of Alexander Road between US 1 and the Canal and lie between Alexander and the Dinky railroad. Near the canal, it will diverge from Alexander and descend the embankment to connect with the existing trail on the West Windsor side of the Canal. It will enable pedestrian travel separate from Alexander Road. Also, together with partially complete trail on the other side of US 1 that parallels the Dinky, it would form a pedestrian link to Princeton when a bike/pedestrian bridge is built over US 1. A study for this bridge is a part of the DOT recommendation for the Millstone Bypass. This trail along Alexander Road crosses lands mostly owned by Princeton University, so their cooperation is important.

2011

- **Bear Brook Trail** — This trail extends from the East Windsor border near Dorchester Drive and Princeton Arms along Big Bear Brook to the Amtrak railroad. It passes along the Zaitz Preserve Trail (2007), Community Park, and the Roger's Arboretum. In Community Park it intersects the PSE&G Trail under current development. Beyond the Arboretum, the Rogers Preserve Trail (2006), and the Millstone River Trail Phase II (2009) are segments of this trail. Funding must come from a variety of sources, and, hopefully, many phases will already be in place by 2011.