



## WEST WINDSOR: Group ranks dangerous intersections

By Kristine Snodgrass, Staff Writer  
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WEST WINDSOR — Township residents know it takes a brave soul to cross the busy intersection of Princeton-Hightstown and Cranbury roads on foot during rush hour.

For its lack of a crosswalk, walk signal or curb cut, the intersection near the Princeton Junction train station has been named the most dangerous in the township by a local group.

The West Windsor Bicycle Pedestrian Alliance, a nonprofit that works to improve conditions for walkers and bikers, released a list of the top 20 recommended intersection improvements earlier this month. It was submitted to the township for consideration in the capital budget.

"What we're trying to do for the township is to help them prioritize," said Ken Carlson, president of the alliance.

With the help of volunteers, the alliance inspected 199 intersections in the township last May. They collected data on the presence and visibility of crosswalks, pedestrian signs and walk signals as well as the condition of sidewalks at the intersections throughout the township. Curb cuts also were examined to determine handicap accessibility.

An objective scoring process was created to prioritize the intersections, taking into consideration levels of pedestrian traffic created by things like schools, shopping centers, municipal facilities and mass transportation, Mr. Carlson said.

"Where people are walking is where you want to do your improvements first," he said.

The data and plans to create a walk-ability map of the township will be presented to the administration Jan. 8 and to the council Jan. 20, Mr. Carlson said.

The intersection of Princeton-Hightstown and Cranbury roads earned the top spot for its lack of curbside improvements, though in a school zone and near the train station, he said. Studies by the WWBPA have counted more than 100 pedestrians crossing the intersection on a daily basis.

"It's incredibly pedestrian and bicycle unfriendly, yet it's being used every day," he said.

Improving the intersection posed a problem because of its location, where it is under the jurisdiction of the state, county and township, he said. Since the inspection in May, the state recently has agreed to fund pedestrian improvements, Mr. Carlson said.

Three of the top five intersections named are on Clarksville Road. The intersections with North Post, Princeton Hightstown and Penn Lyle-Harris roads, all near West Windsor-Plainsboro High School South, are cited for a lack of suitable curb cut or functioning walk signals.

The intersection of Scott Avenue and Alexander Road was named the fourth most dangerous for its lack of curb cut or sidewalk.

Princeton Hightstown Road is the most cited road with six of its intersections named for improvements.

Mayor Shing-Fu Hsueh, who has been a strong advocate of pedestrian friendly improvements in the township, said he appreciates the group's efforts to raise awareness about the intersections.

However, he contended some of the intersections mentioned already have been improved, such as those on Clarksville Road. Some of the others already are cited for improvements, he said.

He suggested the alliance sit down with township engineers to discuss the intersections.

"We can incorporate all of this into the long-term capital improvements," he said.

Rounding out the top 10 intersections named in the study are the intersections of Village and New Edinburg roads; Arnold Drive and Penn Lyle Road; Sherbrooke Drive and Princeton Hightstown Road; Princeton Hightstown Road and Alexander Road; and Carillon-Carnegie and Canal Pointe boulevards.

The remainder of the top 20 are the intersections of Village Road and South Mill Road; South Mill Road and Princeton Hightstown Road; Akron Lane and New Village Road; Princeton Hightstown Road and Lanwin Boulevard; Greenfield Drive and New Village Road; Stockton Lane and New Village Road; Wallace Road and Scott Avenue; Village Road and Old Trenton Road; Village Road and Southfield Road; and the crosswalk near Mayfield Drive and Canal Pointe Boulevard.

More information about the study can be found on the alliance's Web site at [www.wwpba.org](http://www.wwpba.org).