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#### TRUSTEES

October 7, 2013

Jerry Foster,  
president  
Alison Miller,  
1<sup>st</sup> vice president  
Daryl McMillan,  
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Mike Ruderman  
Joe Gorberg  
Beth Zeitler

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: Recommended Changes to Cranbury Road RFP

Dear Township Council,

#### 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

Thank you for providing the opportunity for comment on the Cranbury Road Request for Proposal. 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.

#### Project Summary

Paragraph 1, last sentence – per Mercer County’s Mobility Element, Policy #2, Strategy #1, Context Sensitive Solutions, change to read:  
“However, considering the surrounding land use context transitioning from suburban neighborhood to rural, numerous physical constraints as well as lack of available right-of-way, the County has indicated their willingness to concede to a much smaller cross section.”

#### STUDENT ADVISORS

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

Project Goals paragraph –  
Bullet 3, amend to include ADA:

“Insure the connections are safe for pedestrians and bicyclists of all ages and abilities.”

Robert Kenny, Esq.,  
counsel

Add traffic calming as a goal / bullet in the list:

“Traffic calming designed so the desired/actual operating speed for motorists is equal to the current speed limits of 25mph and 40mph, within their respective zones.”

#### Scope of Work

To add more flexibility in the choice of designs, add 3 design guides, 1 published by NJDOT and the other 2 recently endorsed by the Federal

Highway Administration (Memorandum HEPH-10<sup>1</sup>), change the 3rd paragraph to read:

"All conceptual design work is to be in accordance with the West Windsor Township Complete Streets Policy, the latest editions of the NJDOT Roadway Design Manual, AASHTO Guide for the Development of Bikeway Facilities, NJDOT Smart Transportation Guidebook, The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the Institute of Transportation Engineers (ITE) Designing Urban Walkable Thoroughfares guide, MUTCD, and all applicable NJDEP requirements. Work involving Cranbury Road must comply with Mercer County requirements."

Page 6, section e., 2<sup>nd</sup> paragraph, 2<sup>nd</sup> sentence, include Cranbury Road residents by changing to read:

"However, the effects of a one-way traffic pattern on the adjacent residential neighborhoods (Sherbrooke Estates, Windsor Chase and Millview Manor), as well as on residents of Cranbury Road, must also be considered."

Respectfully submitted,

Jerry Foster  
President

Alison Miller  
1<sup>st</sup> Vice President

PS – Separately, we wish to express our concern regarding the one-way traffic option, since it inconveniences both motorists and pedestrians, due to the lack of a traffic grid based on small block sizes in the study area, which if they existed, would minimize disruption and extra distance traveled. Here's a quote from The Smart Growth Manual, by Andres Duany and Jeff Speck, with Mike Lydon:

"One-way streets ease traffic flow at the expense of pedestrian safety and comfort. The absence of opposing traffic makes drivers less cautious and speeding easier. One-way streets along commuting routes can also damage retail activity by providing merchants with either morning or evening trade, but not both. Finally, they limit the effectiveness of the street network, increase travel distances with around-the-block maneuvers, and can make navigation frustrating. They are justified only to ease flow in areas of extremely high density, 75 units per acre or more."