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The West Windsor Bicycle and Pedestrian Alliance is pleased to see the inclusion of a northbound 10-foot bidirectional multi-use path in the plans for the Clarksville Road (CR638) bridge over Amtrak tracks replacement project. However, we feel a multi-use path, rather than relegating cyclists to sharing the proposed 8-foot shoulder, is more appropriate on the southbound side of the bridge.

This is not only a matter of implementing West Windsor's, Mercer County's and New Jersey's Complete Streets policies. Making this once-in-a-century project safe for people of all ages and abilities who choose to walk, bike or are otherwise vulnerable road users is simply the right thing to do.

Those living in the Princeton Terrace neighborhood should feel safe and comfortable bicycling to and from the Princeton Junction train station as well as walking/biking a mile to enjoy Duck Pond Park or to visit friends in the Avalon complex. Equally, those living at the Estates at Princeton Junction should be able to easily access the Windsor Athletic Center. But without a multi-use path on the southbound side instead of an 8-foot shoulder, it's simply not an option for those who feel safer cycling separated from all kinds of traffic, including school buses and large trucks.

In addition, we do not believe it is appropriate to ask those coming from Estates at Princeton Junction to go three-quarters of the way around the traffic circle and cross three separate lanes of traffic before eventually reaching Princeton Terrace and again crossing two lanes on Clarksville Road to reach the WAC. Those going from Princeton Terrace to Duck Pond Park are being asked to cross three separate lanes of traffic at the circle under this design and then cross two lanes of Meadow Road by the park.

We note that urban arterial roads (both Clarksville Road south of the bridge and all of Meadow Road) are where the vast majority of traffic fatalities and serious injuries occur in New Jersey. This is why it is so important to build physically protected biking and walking facilities, or separated multiuse paths, on both sides of all roads throughout the project area, including crossings at every leg of the roundabout. It is especially important in light of the newly planned warehouses and the attendant future surge in truck traffic.

This view is supported by NJDOT's Complete Streets Design Guide, which refers to NACTO's Urban Bikeway Design Guide that calls for physically protected bicycle lanes or a shared-use path.

We also encourage West Windsor and Mercer County to ensure safe northbound bicycle and walking connectivity (preferably as an extension of both multi-use paths) all the way to Avalon, either as part of this project or in tangent with it. We expect this project will fully align with West Windsor's Meadow Road phase II plans between the Clarksville Road roundabout and Duck Pond Park that calls for roadway widening and reconstruction and bicycle/pedestrian facilities, among other improvements. (See PDF pages 119-120 using this url: <https://westwindsornj.org/images/finance/2022-Municipal-Capital-Budgets.pdf>.) Construction is envisioned for the second half of 2024, according to the township's five-year Capital Improvement Program, so the Meadow Road project will be completed well in advance of this bridge replacement project.

Finally, the WWBPA recommends reducing the design speed to 35 mph on both the Clarksville bridge project as well as along the broader corridor (Meadow Road to Route 1 and Clarksville to Route 571). This change, if accompanied by design changes to encourage driving the speed limit, will keep the feel of a suburban community rather than a through route for Route 1 traffic to and from Quakerbridge Road. This is particularly important if the final design does not include separated multi-use paths on all sides of all roads, since reducing travel speed is the best way to improve safety.

Respectfully submitted,

Anne Clifton
2nd Vice President