



P.O. Box 625
West Windsor, NJ 08550
wwbikeped@gmail.com
www.wwbpa.org

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May 31, 2022

To: Francis A. Guzik, West Windsor Twp. Engineer

CC: Hemant Marathe, Mayor of West Windsor
Marlena Schmid, West Windsor Twp. Business Administrator

Re: NJDOT FY23 Grant Ideas for Transit Village Area

Dear Mr. Guzik:

Thank you for soliciting WWBPA's input for projects in the Transit Village area. We biked and walked around the station and compiled our findings and recommendations in the attached document.

Respectfully submitted,
Dave Robinson
Daryl McMillan
Anne Clifton

Results of the WWBPA's survey of the area around the Princeton Junction Railway Station.

1. Wallace Road

a) Alexander & Scott – Residential side.

The existing shoulder in this section narrows from ~32" to ~16". There is no true bike lane.



b) Alexander & Scott – Station side

There are no bike lanes nor shoulder.



Recommendation: Reduce the lane width to 10ft and add bike lane in both directions from Alexander to Scott where the current bike lanes begin/end. The reduced width will also encourage adherence to the 25mph speed limit.

2. Pedestrian crossing at Scott traversing Wallace

Due to the curve of the road the flashing beacon on the residential side is easily obscured by trees only becoming visible when drivers are less than 120 ft away.



Recommendation: Make lights more visible – perhaps by having flashing beacons facing in both directions on both sides

Also the "Share the Road" is hidden by tree branches

Recommendation: Trim the trees blocking the "Share the Road" sign, just past Scott towards 571.

3. Berrien City.



In Berrien City between Alexander Rd and Clarksville Rd there are several streets that do not have sidewalks. The three pictured above – Berrien Ave., Scott Ave., and Montgomery St. – are all adjacent to the Maurice Hawk school and thus are prime routes for pupils walking to that school. In addition to elementary school pupils these roads are used by high-schoolers going to HSS and commuters to the station.

Recommendation: add sidewalks to these streets. It improves the safety for all users.

4. Intersection of 571 with Wallace & Cranbury Rds.



The pedestrian signal to cross 571 is not automatic and allows only 28 seconds. By contrast, the pedestrian signal to cross Wallace is automatic and allows 35 seconds to traverse a shorter distance.

Recommendation: Lengthen the time to cross 571, make the pedestrian signal automatic as it is on the Wallace and Cranbury crossings, and also add a pedestrian refuge. In addition making the right most lane off the railway bridge, "Right Turn" only – Rt571 becomes a single lane shortly after this junction. This would then allow for adding a "bump out" on the PNC bank corner, with the effect of making a much safer pedestrian crossing from that corner to the Walgreens side, as it would serve to remind right turning motorists of possible pedestrians crossing

Faulty? Fix the pedestrian signal viewed when crossing from PNC Bank to Walgreens, (i.e. the one on Walgreen's side), because the countdown timer isn't working.

5. Pedestrian path across the 571 bridge

Approx. 125 ft. from the traffic lights, there is what looks like a washout that has created a steep fall away into the WW-P Transportation yard.



It becomes a danger if someone stands to that side to allow others to pass.

Recommendation: some remediation

Further along this path there is significant incursion of foliage



Recommendation: Trimming it back

*The future new bridge scheduled with the Transit Village development should have wide multiuse paths on **both** sides with separation from the traffic.*

6. At Station Drive, behind the Asian Bistro & Princeton Garage



Free access to the train tracks.

Although it looks like additional, albeit temporary, barriers have been added since the “Car on track” incident of November 2019; access to the rail tracks is still easy. The metal fencing (the rear of WW-P Transportation yard) gives an optical illusion that it is in front of the track and not behind.

Recommendation: Additional signage is needed perhaps on the road surface (e.g. Stop), or lights on the barriers.

7. Alexander & Vaughn Dr.



The pedestrian signal to cross Alexander is not automatic and allows only 25 seconds. By contrast, the pedestrian signal to cross Vaughn is automatic and allows 46 seconds to traverse a shorter distance.

Recommendation: Lengthen the time and add a pedestrian refuge to cross Alexander. Change the signal from manual to automatic.

Faulty? Fix the countdown timer on the pedestrian signal near the dental office on Alexander; the timer vanishes at 16-17 seconds.

8. Alexander from Bear Brook to Roszel.

While slightly outside of the zone, we have had some members complain that there is an intermittent sidewalk from Bear Brook to Roszel. It has two breaks, one of approx. 1000ft, the other 400ft. With the curvature of the road at the Little Bear Brook bridge area it makes it dangerous to walk on that side.

Recommendation: complete the sidewalk paving from Bear Brook Rd to Roszel Rd.