

To: Planning Board, West Windsor Township

From: Catherine Beach, Joe Conlon, Susan Conlon, Giuliano Chicco, Meg Chicco, Farrell Delman, Mireille Delman, Lee Goldberg, Hemi Nae, Art Pope, and Susan Steinbrecher; on behalf of the Princeton Junction Neighborhoods Coalition

Subject: **Princeton Junction Residents' Views on the Route 571 Concept Design**

Date: April 6, 2005

The Princeton Junction Neighborhoods Coalition held a public discussion of the new concept design for Route 571 on April 4, 2005 at the West Windsor Senior Center. There was general agreement on the following main points:

1. PJ residents are eager to work together with county and municipal officials to bring about improvements in Rte 571.
2. PJ residents support a concept design that...

improves traffic flow by:

- providing a dedicated left-turn lane at each approach to each major intersection
- providing a center turning lane between intersections
- encouraging future reduction in curb breaks between Alexander and Wallace
- accommodating public transit—for example, with bus shelters and pull-outs

improves safety for pedestrians, cyclists and motorists by providing:

- appropriate lighting
- sidewalks on both sides, from Clarksville to Wallace
- crosswalks with pedestrian-actuated signals at all intersections
- crosswalks at intermediate points between major intersections

calms traffic, for reasons of both safety and aesthetics, by:

- limiting the roadway to one motor vehicle travel lane in each direction (plus a center turning lane)
- limiting the width of the roadway
- providing no more than one left turn lane at each approach to each major intersection
- using paving styles and/or medians to delineate travel lanes
- reducing and enforcing the speed limit

connects neighborhoods by:

- encouraging foot and bicycle travel, both across Route 571 and along it
 - facilitating walking and cycling across the NE Corridor rail line
 - limiting the scale of the roadway and its intersections
 - making PJ more attractive, using localized motifs and design elements
3. PJ residents generally approve of the concept design presented at the March 16 meeting of the WW Planning Board.
 4. PJ residents are not yet ready to endorse a particular version of the design, with specific details of such things as lane and intersection widths, bike lane placement, etc. Residents do not yet believe they have enough information to do so.
 5. PJ residents wish to participate more directly in the design process—alongside engineers, planners, and government officials—in order to both gain understanding and perhaps influence design choices before specific details are finalized. Residents fully expect opportunities for such participation.
 6. PJ residents would like to understand what effect proposed designs for Route 571 and other roads will have on traffic in their neighborhoods and throughout the region.
 7. PJ residents want Route 571 improvements to be completed promptly. They would like to monitor progress on the project using a best-estimate schedule developed in conjunction with township and county governments.
 8. PJ residents offer several specific design recommendations, including the following:
 - restrict the width of bike lanes or shoulders to discourage their use as travel lanes
 - install a pedestrian-actuated signal at Sherbrooke, synchronized with the light at Alexander so as to minimize traffic disruption
 - implement traffic-calming measures on Alexander to improve safety for those entering and exiting the Acme shopping center
 - address the consequences of a lane merge and curved roadway for those accessing driveways between Clarksville and Alexander
 - ensure that the intersections at Clarksville and Wallace do not challenge pedestrians, giving special consideration to the safety of students and commuters
 - provide mid-road refuge islands for pedestrians at crosswalks
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