

# Paul Robeson-Wiggins-Hamilton *Multimodal Corridor Study*

## Stakeholder & Community Engagement



# *Comprehensive Corridor Study – Work Plan*

- Stakeholder & community engagement
- Data collection plan
- Multimodal safety and mobility assessment
- Concept development & testing
- Final recommendations



# *Stakeholder & Community Engagement*

- Municipal committees & advocates – January 24
- Business community – February 11
- Study area residents – February 9
- Municipal departments – date to be determined



# *Data Collection Plan*

- Traffic data and intersection counts
- Traffic signal plans and street measurements
- Bicycle and pedestrian counts
- On-street parking utilization
- Crash data: vehicles-pedestrians-bicycles



# *Parking Summary Data*

- 73 on-street spaces east bound
- 17 on-street spaces west bound
- Chambers Street to Moore Street
  - 23 spaces EB, 17 WB, 40 total*
- Moore Street to Linden Lane
  - 50 total spaces, all EB*



# *Multimodal Safety & Mobility Assessment*

- Pedestrian and school crossings
- Intersection performance and potential improvements
- Traffic calming
- On-street parking
- Bicycle facilities
- Traffic Signal Operations
- Leading Pedestrian Interval



# Leading Pedestrian Interval

- FHWA – Proven Safety Countermeasure
- Gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles
- Increased visibility of crossing pedestrians
- Reduced conflicts between pedestrians and vehicles

U.S. Department of Transportation  
Federal Highway Administration

## PROVEN SAFETY COUNTERMEASURES



### Leading Pedestrian Intervals

SAFETY BENEFIT:

# 60%

Reduction in pedestrian-vehicle crashes at intersections



An LPI allows a pedestrian to establish presence in the crosswalk before vehicles are given a green indication.

Source: FHWA

LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

FHWA's *Handbook for Designing Roadways for the Aging Population* recommends the use of the LPI at intersections with high turning-vehicle volumes. Transportation agencies should refer to the *Manual on Uniform Traffic Control Devices* for guidance on LPI timing. Costs for implementing LPIs are very low, since only signal timing alteration is required. This makes it an easy and inexpensive countermeasure that can be incorporated into pedestrian safety action plans or policies and can



Pedestrians wait for the walk signal.

Source: pedbikeimages.org / Burden



# *Today's meeting*

- Discussion and questions
- Study area maps – mark up and comment
- Comment cards
- Fact sheets





# *Next Steps*

- Complete community engagement activities & data collection
- Begin multimodal assessment and concept testing
- Report back with findings
- Final recommendations



# *Final Comments and Questions?*

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