



March 28, 2016

Borough of Wilson
2040 Hay Terrace
Wilson Borough, PA 18042

Subject: Pedestrian Safety in Wilson Borough

Dear Manager Garcia and Mayor Perusso,

Our work at Bethlehem-based Coalition for Appropriate Transportation (CAT) is to support smart bicycling, pedestrian access, trails and transit in the Lehigh Valley.

As part of our pedestrian campaign, CAT is providing recommendations to local municipalities.



1. Pedestrians should use crosswalks
2. Municipalities should repaint crosswalks with high-visibility ladder type marking and signage
3. Driver behavior should be encouraged to avoid: speeding, texting and drowsy driving
4. Driver must yield when pedestrian has right of way

PennDOT Definition of a Crosswalk:

Title 75, Section § 102. Definitions

"Crosswalk."

(1) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; and, in the absence of a sidewalk on one side of the roadway, that part of a roadway included within the extension of the lateral lines of the existing sidewalk.

(2) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Title 75, § 3542. Right-of-way of pedestrians in crosswalks.

(a) General rule.--When traffic-control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection.

(b) Exercise of care by pedestrian.--No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close as to constitute a hazard.

Interpretation:

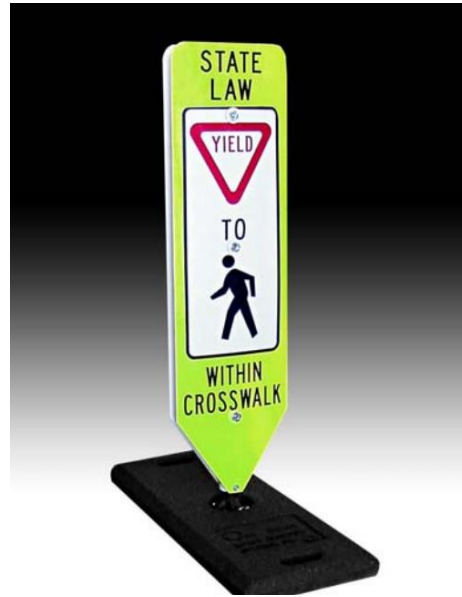
A crosswalk exists (whether painted or not) at any intersection. When there is no signal to control pedestrian movement, vehicles must yield to pedestrians who are using the crosswalk. In addition, painted crosswalks may be used mid-block.



Good crosswalks invite pedestrians to use them, and alert drivers to be ready to yield for pedestrians.

Other Traffic Calming Approaches to Consider:

1. Yield to Pedestrians Channelizing Device



2. Roadway Narrowing with Edge-Lines: to visually decrease width of the roadway, discouraging speeding.



3. Speed and DUI Enforcement

4. Sidewalk Bulb-Outs at intersections to shorten pedestrian crossing distance.

5. Pedestrian Lighting Improvements

Pedestrian Safety Assessment

For: Wilson Borough, Northampton Street Corridor between 15th and 25th Streets

Northampton and 15th Street

Nice paint on crosswalks. Good ADA curb cuts, non-diagonal as preferred.



Side note: The loop detectors recently installed are not sensitive enough to detect bicycles, so bicycles will be legally going through red lights when traffic is clear.

Northampton and 18th Street

Good paint on crosswalk, though high-visibility ladder pattern and pedestrian signage would be beneficial. Crosswalk serves Mary Meuser Library and doctor's office.



Northampton Street

Wide roadway could benefit with traffic calming edge lines, narrowing lane to 9-12 feet. Current distance from curb to yellow center line is estimated at 20 feet?



Northampton and 21st Street

No marked crosswalk for popular Pints & Pies restaurant. Recommend marked high-visibility crosswalk for this location.



Northampton and 22nd Street

Marked crosswalk with pedestrian indication. Brick inlay serves as visibility feature, and gives person walking a lot of dignity. Serves Meuser Park and Easton Hospital. Crosswalk across 22nd Street should be repainted.



Northampton Street @ Meuser Park

Two ladder-style crosswalks in similar condition. Paint approximately 60% worn. Should be repainted. Pedestrian has right of way to cross the street, though there is no signalization. If you were standing on the curb to cross, do you think traffic would yield (as is their duty)?



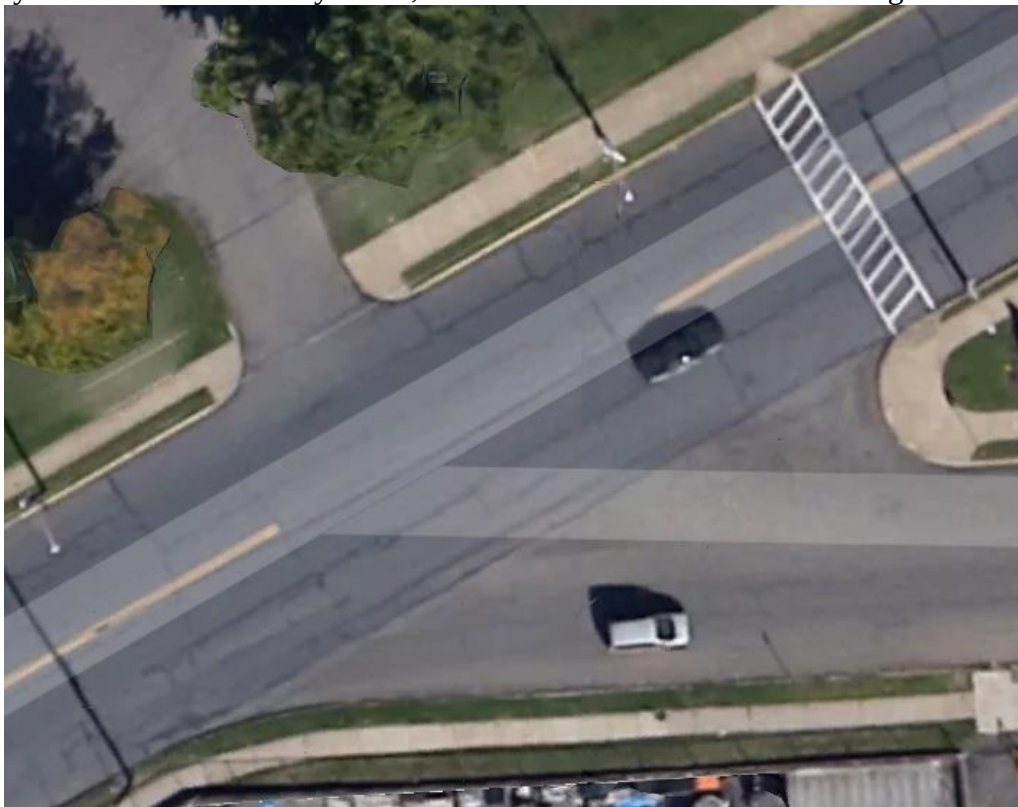
Northampton Street @ Meuser Park

Pedestrian signage on approach from 25th Street approach is good.



Northampton and Ferry Street

Unmarked crosswalk across Ferry Street. The angle of Ferry Street invites vehicles approaching from 25th St. to maintain speed through the turn. Width of intersection is a long crossing distance for pedestrian following Northampton Street. Pedestrians are vulnerable at this intersection. Recommend high visibility crosswalk across Ferry Street, and/or other means of traffic calming.



Northampton Street @ Wilson Bike Path

Crosswalk marking not visible due to repaving. Recommend repainting crosswalk. Sidewalk ends going west from Wilson Bike Path to 25th Street.



Northampton Street Between Wilson Bike Path and 25th Street (next three photos)

In this section, there is no sidewalk or marked crosswalks. Recommend installing both to support pedestrians accessing 25th Street shopping centers or returning home to residential areas in Wilson Borough.

Northampton Street @ Wood Avenue Ramp (approach from K-Mart)

Wood Avenue ramp has no marked crosswalks. Drivers are likely looking wide left and approaching at speed.



Northampton Street @ Wood Avenue
No sidewalks or crosswalks on either side.

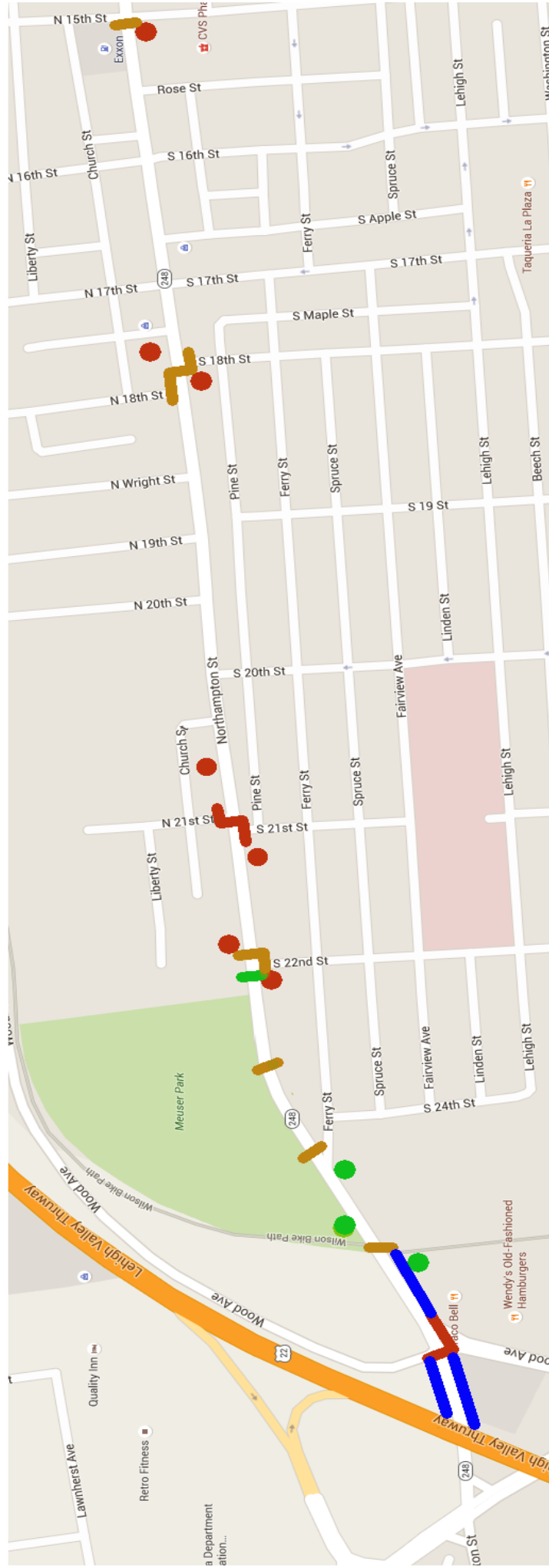


Sidewalk extends from 25th Street through Route 22 underpass then ends midblock without warning (along both sides of Northampton Street). Recommend extending sidewalk on southern side to Wilson Bike Path, and on northern side to Wood Avenue then installing marked crosswalk to traverse Northampton Street to meet southern sidewalk.



Wilson Borough Pedestrian Safety Assessment

Coalition for Appropriate Transportation (CAT)
 Performed by Scott Slingerland, LCI, PE
 March 26, 2016



Crosswalk Legend
 Good Marked Crosswalk
 Marked Crosswalk Recommended for Repaint High Vis
 Unmarked Crosswalk Recommended to be Marked

Signage Legend
 Existing Pedestrian Signage
 Pedestrian Signage Recommended

Sidewalk Legend
 Missing Sidewalk
 Other: Edge Line Treatment Recommended Along Entire Corridor

Final Recommendations:As shown in the map on the previous page, repainting crosswalks at 18th Street, 21st Street, 22nd Street and at the Wilson Bike Path, complimented with signage, can be a great way to support pedestrian safety along the corridor. Consider upgrading pedestrian signals with pushbutton “Walk/No Walk” signals.

Edge Line treatment along the entire corridor can also offer traffic calming effects.

The section of Northampton Street between Wilson Bike Path and 25th Street may be a longer range project than painting and signage. It is clearly needed as a connector between the Borough and the plethora of shopping and employment in the 25th Street area.

This work is necessary for the safety and dignity of pedestrians.

Best Regards,

Scott Slingerland, Director
Coalition for Appropriate Transportation (CAT)

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