

## New Brunswick Strategic Planning Proposal

**Proposal Title:** Rutgers University Crosswalk Enhancement Project

**Proposal Initiator:** Rutgers University Division of Administration and Public Safety  
Executive Director Police Services/Chief of University Police Kenneth Cop

**Primary Contact Name and Phone Number:** Kenneth Cop, 848-932-4946

**Primary Contact Email Address:** kcop@aps.rutgers.edu

**Primary Strategic Priority/Foundational Element/Integrating Theme Addressed** (Select one)

- Envision Tomorrow's University
- Build Faculty Excellence
- Transform the Student Experience
- Enhance Our Public Prominence
- Strong Core of Sciences and Humanities
- Inclusive, Diverse, and Cohesive Culture
- Effective and Efficient Infrastructure and Staff
- Financial Resources Sufficient to Fund Our Aspirations
- Robust Shared Governance, Academic Freedom, and Effective Communication
- Cultures, Diversity, and Inequality—Local and Global
- Improving the Health and Wellness of Individuals and Populations
- Creating a Sustainable World through Innovation, Engineering, and Technology
- Educating Involved Citizens and Effective Leaders for a Dynamic World
- Creative Expression and the Human Experience
- Measuring Progress and Defining Success

**Proposal Abstract** (brief summary of the proposal – 250-word limit):

At Rutgers University, walking is undeniably a primary means of transportation for students, faculty, and staff across the New Brunswick campus. As a result, creating safe, well-defined pedestrian environments is a high priority for the Rutgers University Division of Administration and Public Safety (APS) and the Rutgers University Police Department (RUPD). A comprehensive inventory of crosswalks adjacent to University facilities in the New Brunswick campus was conducted to establish a baseline of existing conditions and identify locations in need of improvement. Many of the high priority improvement locations identified in the crosswalk inventory report have also been confirmed as problem locations through communications to APS and RUPD staff as well as through extensive outreach to the University community. APS is recommending a list of priority crosswalk projects to enhance pedestrian safety and improve visibility at several key locations across the New Brunswick campus.

These locations include:

- Campus Road and Sutphen Road
- Ryders Lane by Katzenbach
- Davidson Road by the Busch Suites
- Dudley Road and Biel Road
- College Avenue at Rutgers Student Center

- Nichol Avenue Crosswalks by Lipman Drive and Cooper Drive

APS envisions leading the effort for the redesign of these pedestrian crossings with input and guidance from the Department of University Facilities & Capital Planning. These proposed improvements will incorporate a mix of traditional crosswalk design solutions as well as the implementation of newer industry technologies.

### **Full Proposal Description (5-page limit)**

*[Insert here the full proposal, which should describe in detail a) what is being proposed, b) how the initiative aligns with the University Strategic Plan, c) any additional themes, priorities, and elements addressed, d) who will be involved, e) desired outcomes, and f) anticipated resources to support this initiative.]*

Administration & Public Safety (APS) proposes the improvement of the following crosswalks on the New Brunswick campus, which would enhance the student, faculty, staff, and visitor pedestrian experience as well as provide safe, viable alternatives for those walking on campus.

Improving the pedestrian environment at the high profile locations discussed throughout this proposal would meet the objectives of and address the following three themes from the Strategic Plan:

- 1) **Transforming the Student Experience-** Walking is a primary means of travel for a significant portion of the existing student population. The locations APS is proposing to improve have been identified by users as problematic areas on campus. Addressing these concerns and providing a safe pedestrian environment will not only improve the student's pedestrian experience on campus but will also serve to encourage new users to utilize the crosswalks.
- 2) **Envision Tomorrow's University-** As the University continues to grow, more students, faculty, staff, and visitors will be using the New Brunswick campus' transportation system. Improving these locations within our pedestrian network will assist in addressing existing and future demand on campus.
- 3) **Enhancing our Public Prominence-** The proposed improvements would be constructed in locations with high visibility on campus for the University community and visitors alike. This would showcase the University's commitment to providing a welcoming and safe pedestrian environment.

### **Campus & Sutphen Road Crosswalk**

Campus Road is the primary entrance point to Busch Campus from Route 18 for those accessing destinations including the Visitors Center, High Point Solutions Stadium, and the Werblin Recreation Center. As denoted in the picture below, Campus Road has a four lane cross section in the area of Sutphen Road and is the crossing point for bicyclists using the bicycle path that connects College Avenue Campus to Busch Campus. APS has received a large number of complaints from members of the University community regarding safety concerns at this intersection including vehicle speeds, visibility to vehicles, and the poor condition of the crosswalks.



APS is proposing various enhancements to this intersection including the installation of push-button activated crosswalk lights, enhanced pedestrian crosswalk signage, and the restriping of the crosswalk at Sutphen Rd. The proposed crosswalk lights have proven to be effective in providing an added level of visibility for pedestrians and providing a warning to drivers that a pedestrian is crossing the road. This is especially critical at night when visibility is reduced. Since the University owns Campus Road, the implementation of these improvements can be done in an expeditious manner.

### **Ryders Lane at Katzenbach Crosswalk**

Ryders Lane in the area of the Katzenbach Transit Stop and Katzenbach Dormitory is a Middlesex County owned road that provides regional access to the Cook and Douglass Campuses from Route 1 and local municipalities. This roadway serves not only regional commuter traffic but also as a gateway into major event and academic facilities on campus such as the Nicholas Music Center, Douglass Campus Center, Voorhees Chapel, the University Inn and Conference Center, Eagleton Institute, and Hickman Hall. The Katzenbach Transit Stop is used frequently by Rutgers students in area dormitories and Neilson Dining Hall. The roadway configuration in the area of the transit stop is an “S” curve, which impedes drivers’ ability to have enough reaction time to pedestrians crossing the roadway. This condition is exacerbated at nighttime, which could have contributed to the recent pedestrian crash that occurred adjacent to the existing crosswalk. In addition, as shown in the picture below, the existing crosswalk is a mid block crossing and is located at the end of an existing driveway that serves several parking lots. This driveway also acts as a main pedestrian connection in this area. This creates a substantial pedestrian and vehicular conflict for anyone wishing to use the crosswalk. Student organizations have been very vocal and supportive for substantially improving the pedestrian environment in this area.



APS has worked with University Facilities to institute several improvements to this area since the pedestrian crash but feels more is needed to appropriately address this safety issue. APS will work with Middlesex County to install push-button activated crosswalk lights at the existing crosswalk in addition to enhanced pedestrian crossing roadway signage at the crosswalk and notifying drivers as they approach the curve in both directions. APS will also work with Facilities to reconfigure the existing driveway to Eagleton Institute to provide to a separate corridor for vehicles accessing the existing parking as well as a pedestrian only corridor connecting to the enhanced lighting crossing.

### **Davidson Road Crosswalk by the Busch Suites**

Davidson Road is the primary access point for faculty, staff, students, and visitors going to the Busch Campus Center, Administrative Services Building, and numerous student residential dormitories and suites. The existing crosswalk is located at a highly used transit stop located next to the Busch Suites and is the only crosswalk located on Davidson Road for a substantial distance, which results in large volumes of pedestrians crossing the road in this location. Since Davidson Road does not have a large number of crosswalks, drivers do not anticipate for pedestrian traffic at this midblock crossing. In addition, buses that are stopped picking up passengers can obscure visibility for both cars that choose to go around the transit vehicles as well as for pedestrians that are crossing the road.



Mid-block crossings are often the hardest to provide a safe pedestrian environment for since drivers are not required to slow down as they often are at intersections. As a result, APS is proposing the installation of push-button activated crosswalk lights, which would be embedded in Davidson Road. As previously denoted, the crosswalk lights would provide an added level of visibility for pedestrians in the day and nighttime as well as provide a warning to drivers that a pedestrian is crossing the road. Improved pedestrian crossing signage would also be installed on both of the approaches to the crossing and at the enhanced crosswalk. The above improvements could be done in a reasonably quick timeframe since the University owns Davidson Road.

### **Dudley Road and Biel Road Crosswalk**

Dudley Road is the primary gateway for the University community and visitors alike for numerous Cook Campus facilities such as the Food Science Building, IFN&H Building which is currently under construction, Neilson Dining Hall, Cook Campus Center, and all of the Cook resident facilities. The Biel Road Transit Stop is located at this intersection and serves as the primary bus stop for Cook Campus residents resulting in frequently large volumes of pedestrians using the existing crosswalk. Transit vehicles loading passengers at the Biel Road stop impact the visibility of the crosswalk for pedestrians who are crossing as well as for vehicles that go around the stopped bus.

APS is recommending the use of push-button, solar powered, flashing pedestrian crossing signs to improve pedestrian conditions at this location in addition to restriping the existing crosswalk. The signage will help to notify drivers that may be located behind a transit vehicle that a pedestrian has entered into the crosswalk. This will also alert drivers at night, when visibility is reduced, that pedestrians are using the crosswalk. Since the University owns both Dudley and Biel Road, the implementation of these improvements can be done in an expeditious manner.

### **Rutgers Student Center Crosswalks**

College Avenue in the area of the Rutgers Student Center, is a City of New Brunswick owned roadway, that contains the crosswalks with arguably the highest number of pedestrian users on the New Brunswick Campus. This location serves as the primary transit hub on campus with almost all of the Rutgers Transit System routes serving this stop. The Rutgers Student Center, Brower Commons, Alexander Library, and Rutgers Gym also generate substantial traffic for University users and visitors. The cross section of College Avenue is extremely wide, which creates a long crossing for pedestrians. As in other locations previously mentioned, the buses obscure vision for vehicles going around stopped vehicles as well as for the pedestrians crossing.



APS is recommending the installation of push-button activated crosswalk lights, which would be embedded in College Avenue. The crosswalk lights would provide an added level of visibility for pedestrians and provide a warning to drivers that a pedestrian is crossing the road. This is especially critical at night when visibility is reduced. Enhanced pedestrian crossing signage would also be installed on both of the approaches to the intersection and at the crosswalk. APS will work with the City of New Brunswick to implement these improvements.

### **Nichol Avenue Crosswalks by Lipman Drive and Cooper Drive**

Nichol Avenue is located on Douglass Campus and serves as a primary means of access for faculty, staff, and students to access the academic core of the Cook/Douglass Campus, the Douglass Campus Center, and Douglass residential facilities. The Jameson Transit Stop is located on Nichol Avenue in this area and generates significant pedestrian traffic related to its proximity to the academic core. Pedestrians in this area typically cross at various locations and seldom use the existing crosswalk. The large number of vehicles either traveling in the direction towards the Cook/Douglass campus or George Street/Route 18, result in vehicular and pedestrian conflicts in this area. Visibility is also an issue in the area of the transit stop due to stopped buses.



APS is proposing to work with University Facilities and the City of New Brunswick to incorporate measures such as fencing on one side of the road to encourage pedestrian crossing at the existing crosswalk. In addition, the existing crosswalk would be restriped and push-button, solar powered, flashing pedestrian crossing signs would be installed to enhance pedestrian conditions at this location. The signage will help to notify drivers that may be located behind a transit vehicle that a pedestrian has entered into the crosswalk. This will also alert drivers at night, when visibility is reduced, that pedestrians are using the crosswalk. This is especially critical in this location due to sight distances and the crosswalk's close proximity to the intersection of George Street and Nichol Avenue.

### **Areas Involved in the Project**

As aforementioned, APS will work closely with University Facilities and any governmental entities with jurisdiction in the improvement locations during the development of designs and construction of the improvements.

### **Desired Outcomes**

The improved crosswalks will provide an enhanced pedestrian environment across the New Brunswick campus for visitors, staff, faculty, and students. It is anticipated that pedestrian travel may increase at these locations as a result of the projects. Members of the community who have communicated issues regarding these locations will feel that their concerns have been addressed.

### **Anticipated Resources**

The proposed crosswalk improvements are anticipated to cost \$200,000. This includes the purchase of materials, such as signage, imbedded light system, and push buttons, as well as installation and site work. Staff from the Rutgers Police Department and the Department of Transportation Services will provide oversight and guidance on design development and review, serving as a liaison with impacted jurisdictions, and organizing outreach to members of the University community to inform and get feedback on the proposed enhancements.

### **Proposed Measures to Mark Progress or Determine Success**

Once the improvements are constructed, we anticipate decreased conflict between crossing pedestrians and vehicles in the roadway. The Rutgers University community and visitors to the University will feel comfortable crossing the roadway in these enhanced crossing areas. Pedestrian traffic, which may have once avoided these locations, will likely increase due to the improvements and increased visibility.