



A pocket park located on 288th Avenue provides easy access to the riverfront, scenic views, and a rest stop for those on the go.



Old School Park offers many amenities such as a skate park, playground, and baseball field in the center of town.



Woomert Park is a community draw that offers a wide variety of outdoor activities that appeal to people of all ages.



People find it difficult to cross the railroad tracks on Clay Street because of the steep incline and lack of pedestrian crosswalk.



There are no sidewalks or shoulder on Highway 67, creating a barrier for pedestrians.



The railroad crossing on Lost Grove Road is difficult to cross because it is rough and there is no pedestrian crossing.

What Factors Affect Transportation in Princeton?

Transportation is integral to small-town life and a vibrant economy. In the context of the Princeton Visioning Program, we recognize walking, biking, and driving as quintessential modes of travel to various destinations important to residents and visitors. Access to these destinations is crucial for many everyday activities—getting to work and school, participating in Princeton events, and providing for basic needs such as food, health care, and healthy activity.

In this participatory assessment, we want to find out which factors and conditions affect transportation use in Princeton, where these factors and conditions are most prevalent, and how they influence route and transportation choices locally. Because residents have the best knowledge of how Princeton's transportation system works, we use focused, small-group conversations, mapping, and photos of the best and worst to understand local transportation.

Different Users = Different Needs

To capture insights about transportation from a variety of perspectives, we invited Princeton residents with different transportation needs to participate in focus groups. A total of 12 residents attended Princeton's workshop. Participants were separated into one user group and the Princeton steering committee.



Actives

(2 participants): This user group represents those in the community who engage in outdoor recreation, including cycling, walking, running, swimming, skiing, etc. The availability of multiple venues for outdoor recreation matters to this group.



Mobility Challenged

(0 participants): This user group is directly affected by accessibility barriers such as high curbing and uneven sidewalks that make it difficult to operate mobility-aiding equipment effectively. Handicapped parking, curb ramps, and smooth surfaces are critical transportation features.



Older Adults

(0 participants): Accessibility—both in terms of physical access and proximity—is a major concern for this user group. Because some people in this user group do not or are unable to drive, having goods and services within walking distance is important.



Kids

(0 participants): This group uses primarily non-motorized modes of transportation, so pedestrian- and bike-friendly streets and sidewalks are important. These users value the ability to get to destinations on foot or via bicycle and having goods and services within walking distance.



Parents

(0 participants): Safety of their children is a primary concern of this user group. Access to safe and easy routes to school activities is another significant factor to this group. Parents of young children desire smooth, wide surfaces for strollers.



Steering Committee

(10 participants): The common denominator for this user group is that their observations are influenced by special knowledge of the transportation system acquired during the Community Visioning assessment process. As a result, this group is more representative of decision makers.