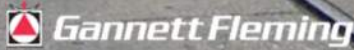




Steering Committee Meeting #2

# Mount Airy Pedestrian Crossings

November 12, 2021



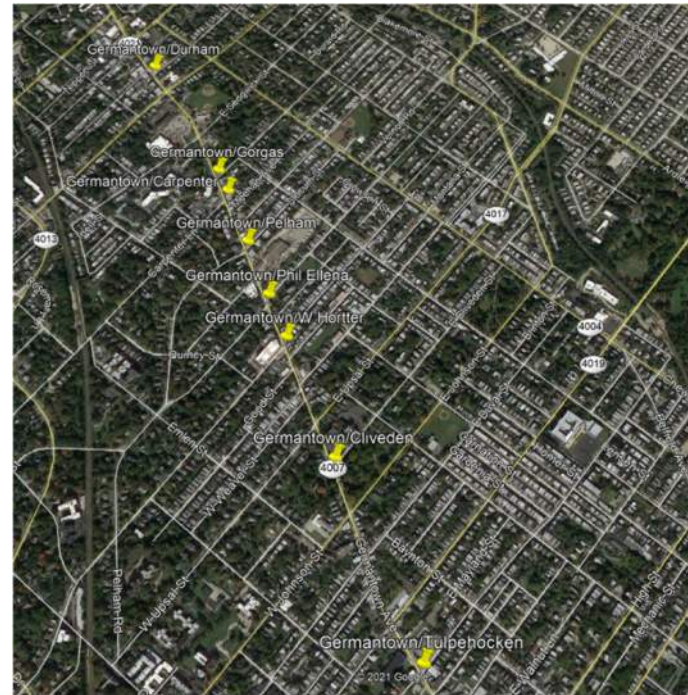
Excellence Delivered *As Promised*

ISO 9001:2015 CERTIFIED

# Mount Airy Pedestrian Improvements – Agenda

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- Project Team
- Purpose of Today's Meeting
- Project Considerations
- Revised Concepts/Feedback



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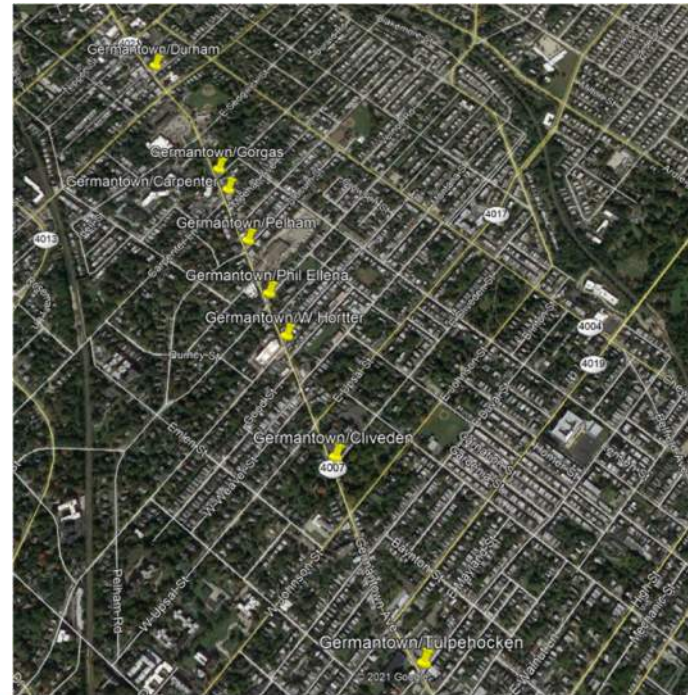
## Mount Airy Pedestrian Improvements – The Project Team

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- Department of Streets
  - Darin Gatti
  - Vadim Fleysh
  - Nino Ranjo
  - Kasim Ali
  - Halyna Pylypchuk
  - Abanoub Fana
- Department of Commerce
  - Denis Murphy
- Design Consultant (Gannett Fleming)
  - Tom Dominiecki

## Mount Airy Pedestrian Improvements – Status

- Currently in Preliminary Concepts Phase
- Input Received:
  - SCM #1
  - Field Meetings
  - PennDOT
- Today: Seeking input on Revised Concepts
- Next steps: General public meeting



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## Mount Airy Pedestrian Improvements – Preliminary Engineering Schedule

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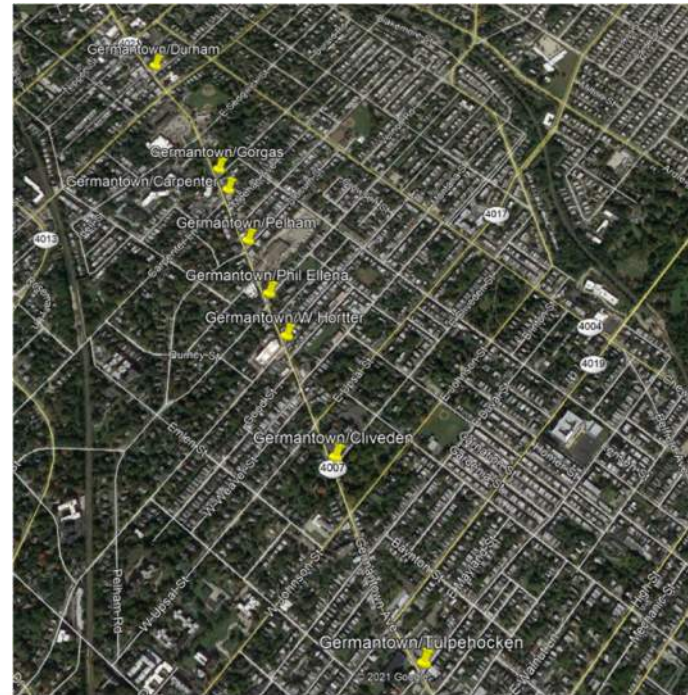
- Notice to Proceed – January 2021
- Field Survey – March/April 2021 (February 2021 lost to snow)
- Develop Preliminary Concepts – May 2021
- Steering Committee Meeting #1 – June 2021
- Mt. Airy BID Field View – July 2021
- PennDOT Meeting – September 2021
- Mt. Airy BID Review – October 2021
- Steering Committee Meeting #2 – November 2021 ← WE ARE HERE
- Preferred Alternatives – December 2021
- Public Presentation – January 2022
- Conceptual Plans and Construction Cost Estimate – March 2022



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## Mount Airy Pedestrian Improvements – The Project

- Durham Street
- East Gorgas Lane
- Carpenter Lane/Meehan Avenue
- Pelham Road/Slocum Street
- Phil Ellena Street (signalized)
- Hortter Street
- East Cliveden Street
- Tulpehocken Street (signalized)

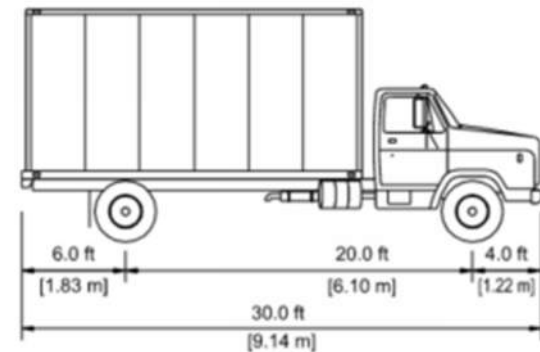


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## Mount Airy Pedestrian Improvements – Concept Considerations

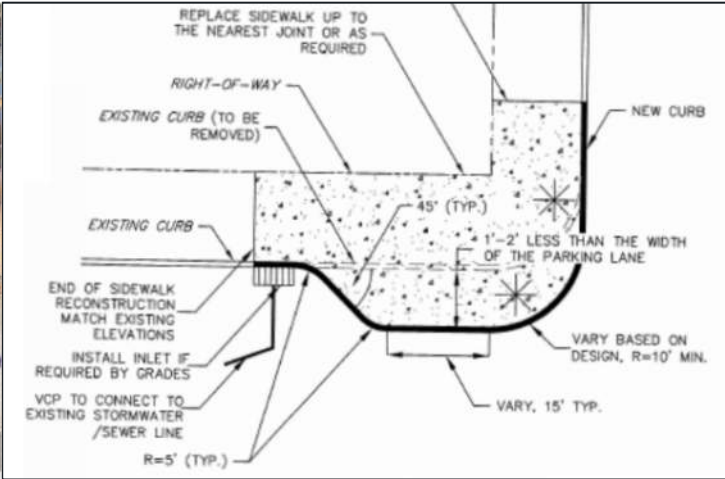
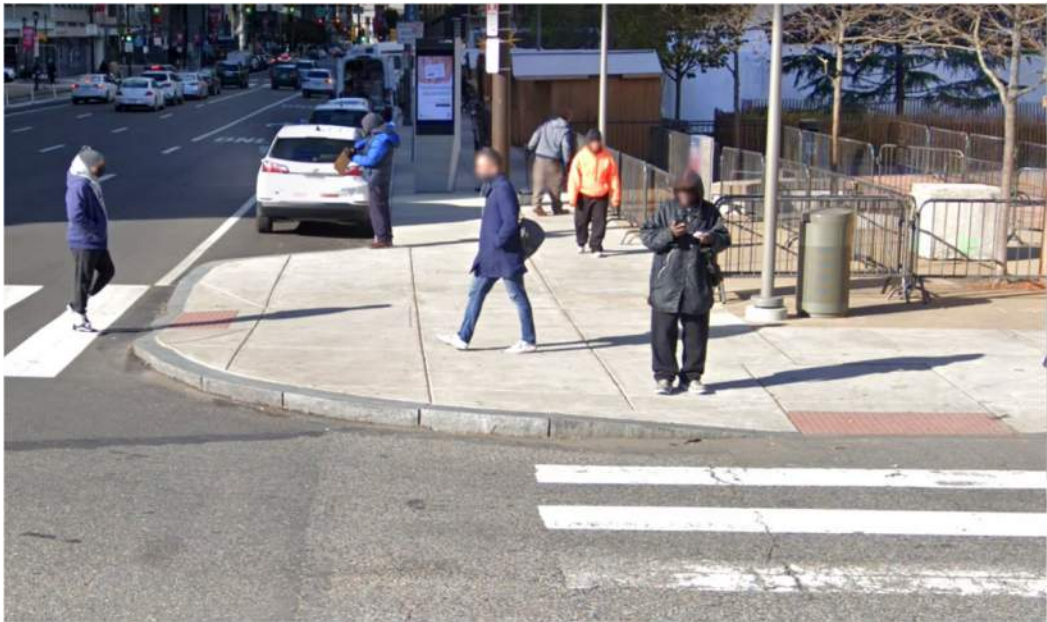
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- Pedestrian Safety
- Introduce Safe, Controlled Crossings at Logical Locations
- Reduce likelihood of pedestrian-vehicle conflicts
- Better Accessibility
- Minimize parking loss
- Reduce likelihood of parking at corner
- Minimal or preferably no impacts to SEPTA bus route
- Intersection turns designed for SU-30 vehicle



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# General Features: Bumpouts



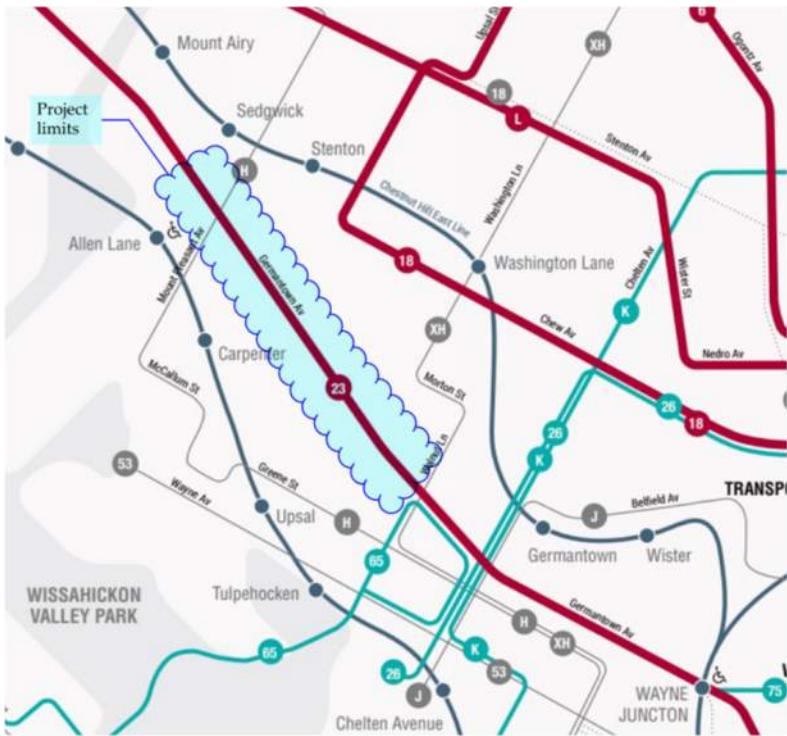


## General Features: Rapid Rectangular Flashing Beacons (RRFB):



- Pedestrian activated
- A “strobe light” flashing pattern notifies motorists that pedestrians are crossing
- Research shows 80% compliance by motorists – better than conventional beacons
- Used at unsignalized intersections

# Mount Airy Streetscape Improvements: SEPTA Considerations



- SEPTA Bus Route 23 is within the project limits



# Potential Concepts

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11/12/2021 Steering Committee #2  
Note: Drawing is Preliminary



1

Current no stopping zone

Width reduced from 7' to 3' to avoid utilities

LEGEND:  
-- RRFB

Lose 25' of parking here

Proposed ADA curb ramp location

Current no parking zone

2

Crosswalk moved slightly north

Proposed ADA curb ramp location

3



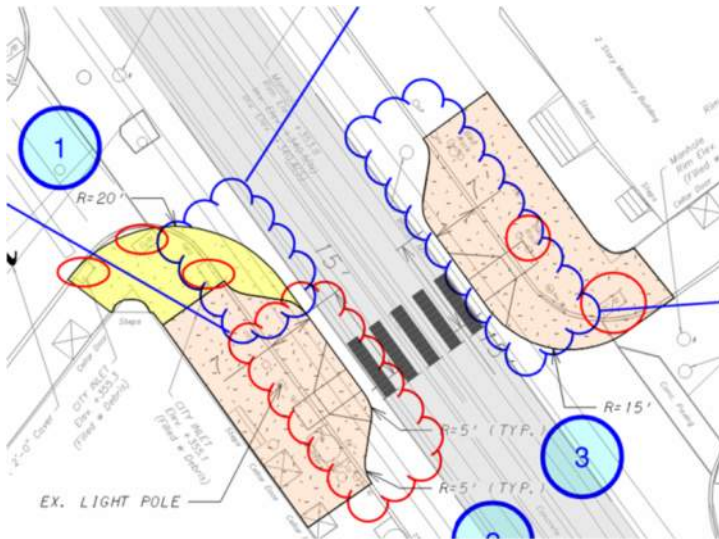
Width reduced from 7' per PennDOT request

SCALE: 1" = 25'

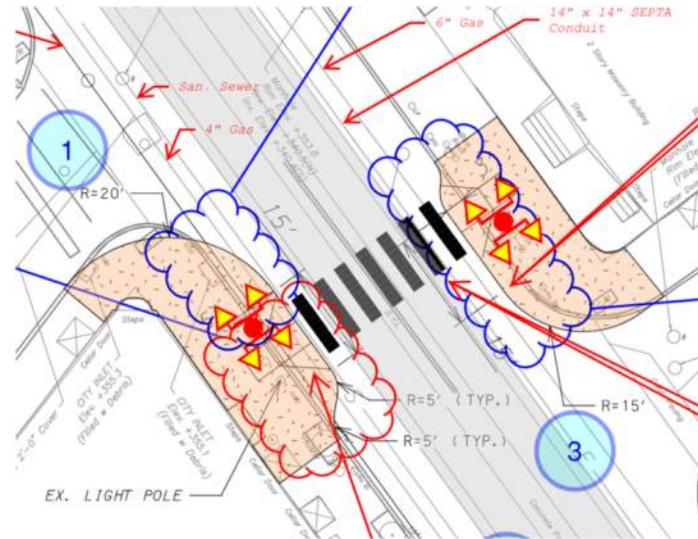


omised

# Before and After: Durham Street



- Crosswalk moved north
- Widths reduced for utilities



- West side parking loss reduced from 30' to 25'

*Note: Rendering is conceptual*



**LEGEND:**



11/12/2021 Steering Committee #2  
Note: Drawing is Preliminary



Proposed ADA curb ramp location

Current no parking zone. Current bus zone for #23

Lose 30' of parking here

Current no stopping zone. Current bus zone for #23

Width reduced from 7' to 4' to avoid utilities

Proposed ADA curb ramp location

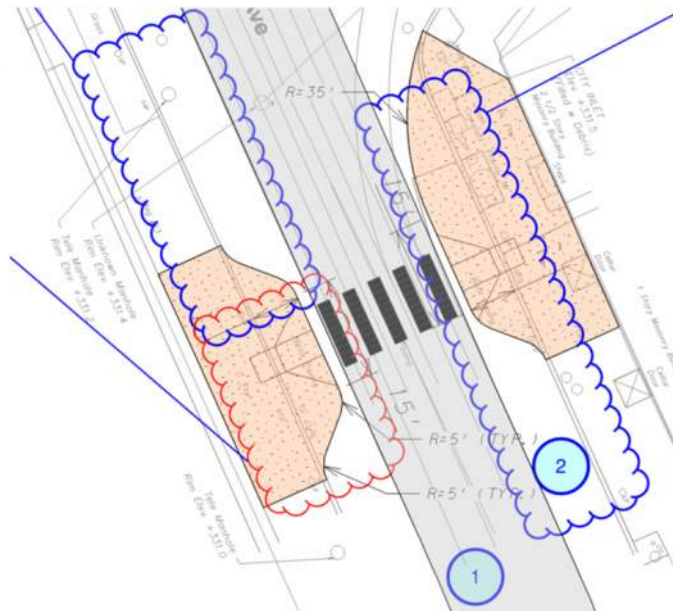
SCALE: 1" = 15'

Width reduced from 7' to 6' per PennDOT

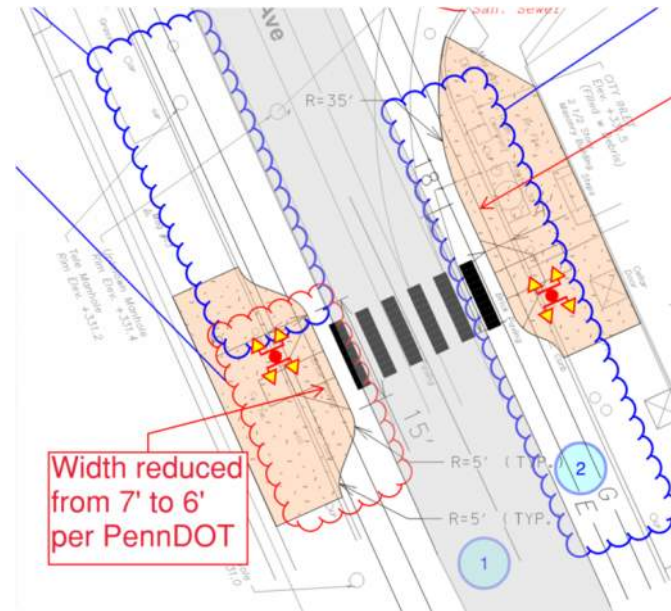


revised

# Before and After: Gorgas Lane



- Crosswalk in same location
- No parking adjustments



- Widths reduced per PennDOT/ utilities



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1

Proposed ADA curb ramp location

Current no stopping zone

Width reduced from 7' to 4' to avoid utilities

Lose 15' of parking here

Current bus zone for #23, as shown, would leave 30' before it sticks out into Meehan... apparently this happens now

Crosswalk moved slightly south

2



2

11/12/2021 Steering Committee #2  
Note: Drawing is Preliminary

Lose 15' of parking here

Width reduced from 7' to 6' per PennDOT

Proposed ADA curb ramp location

LEGEND:  
-- RRFB

3

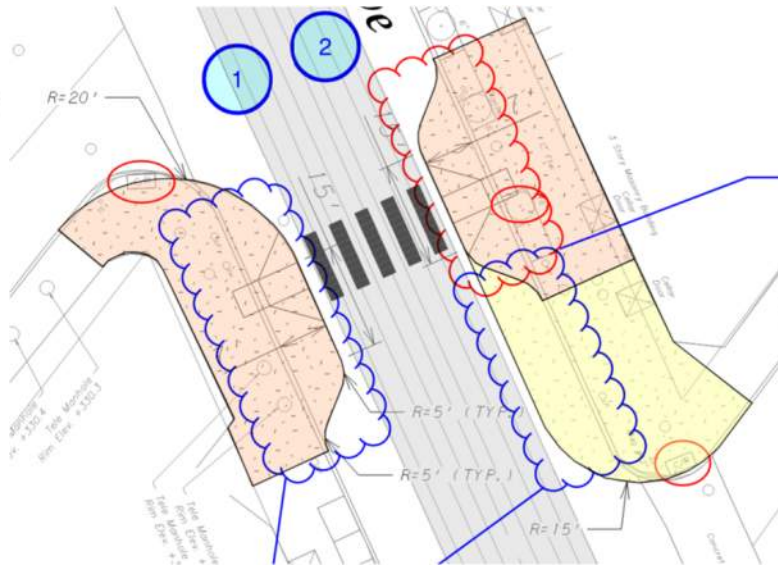


SCALE: 1" = 15'

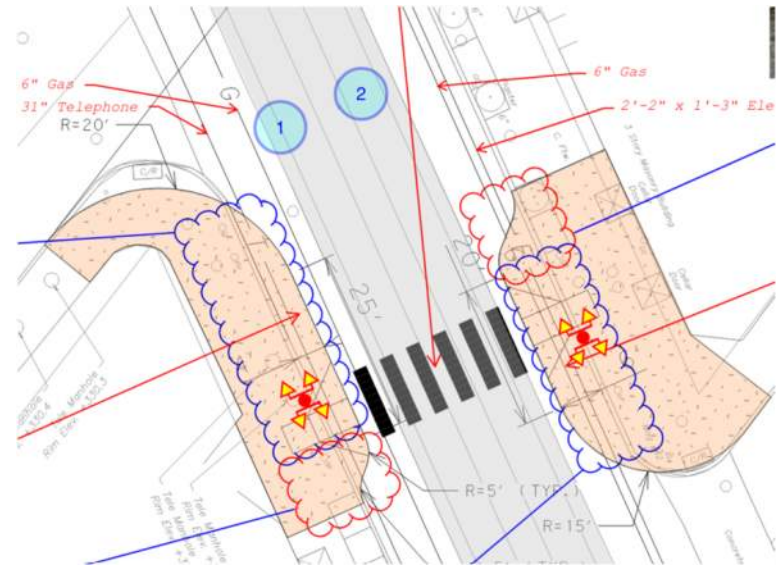
vised



# Before and After: Carpenter Lane/Meehan Avenue



- Crosswalk shifted south
- Widths reduced per PennDOT/utilities



- Parking – west side now 10' loss; east side reduced from 35' to 10'



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11/12/2021 Steering Committee #2  
Note: Drawing is Preliminary



Current No Parking Zone

Current bus zone for #23

Lose 10' of parking here

Crosswalk moved to the north side of the intersection

LEGEND:



Current No Stopping Zone

Proposed ADA curb ramp location



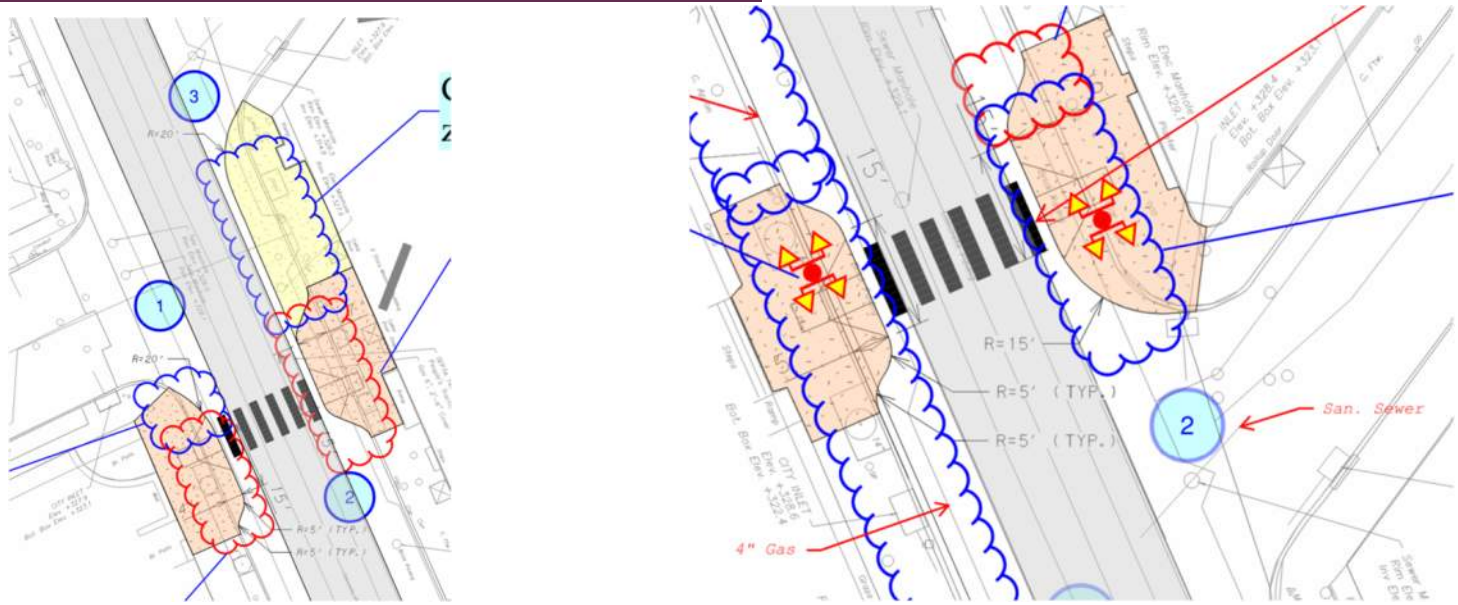
Proposed ADA curb ramp location



SCALE: 1" = 20'

ised

# Before and After: Pelham Road / Slocum Street



- Crosswalk shifted north of intersection
- Widths reduced per PennDOT/utilities
- East side parking has 10' loss



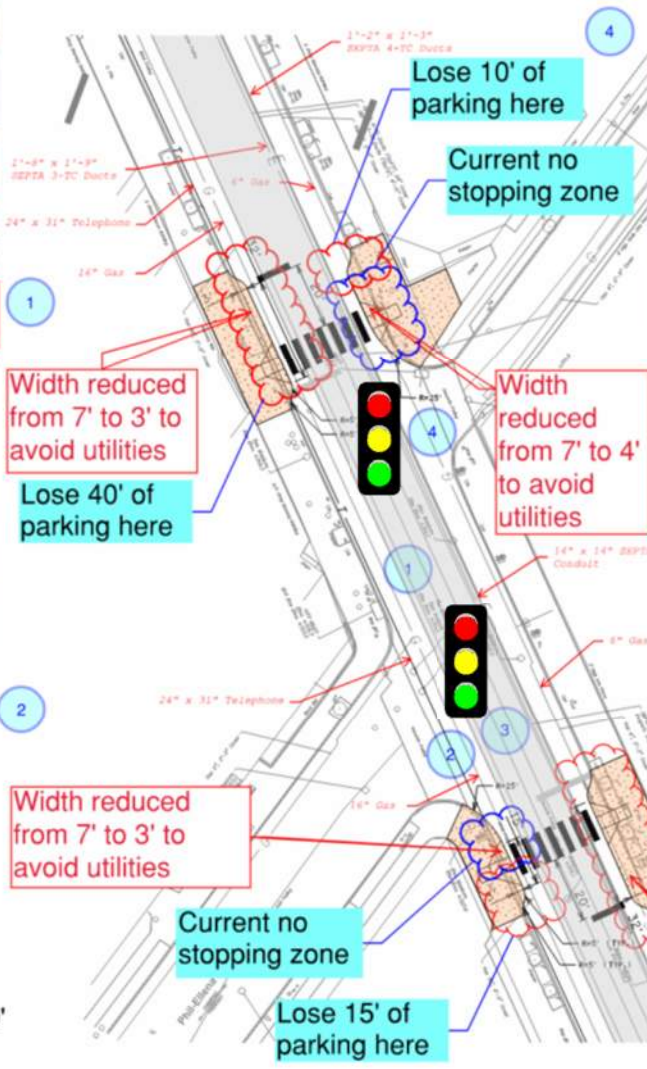
Excellence Delivered *As Promised*



Proposed ADA curb ramp location



Proposed ADA curb ramp location



Proposed ADA curb ramp location



3

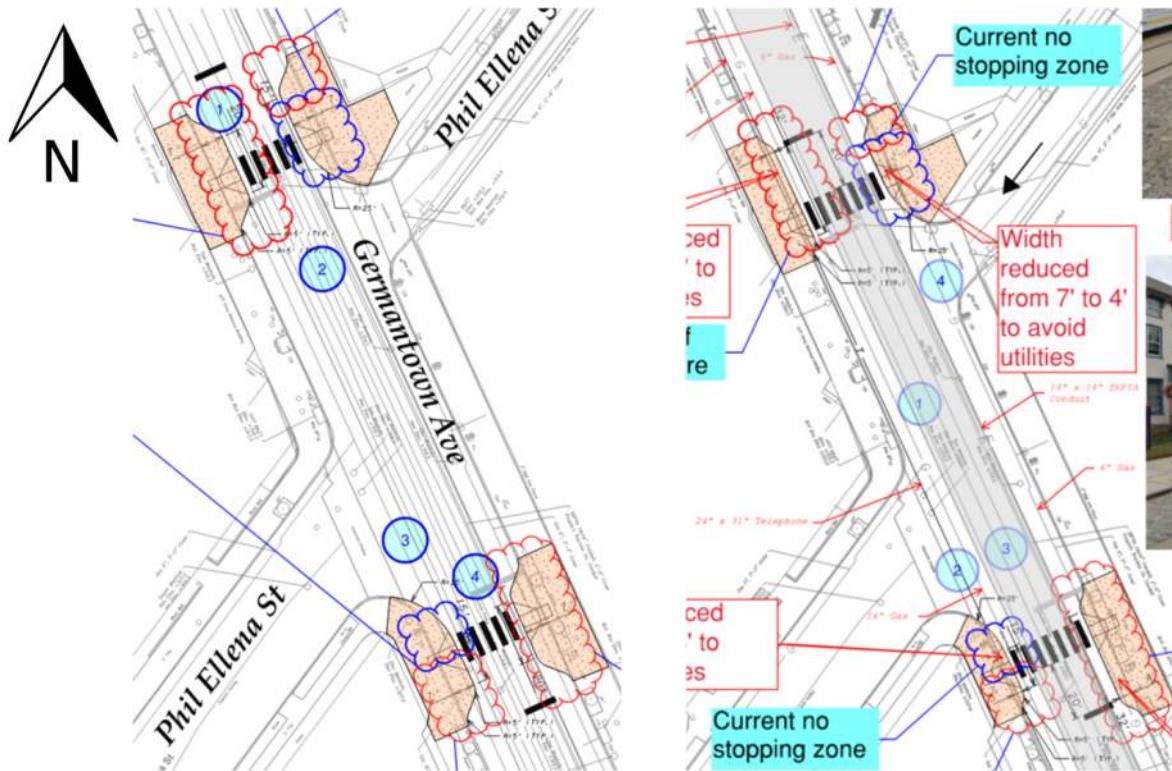
11/12/2021 Steering Committee #2  
Note: Drawing is Preliminary

SCALE: 1" = 30'

nised

Width reduced from 7' to 4' to avoid utilities

# Before and After: Phil Ellena Street



- No revision to crosswalk locations
- Bumpout widths reduced per PennDOT/utilities
- Parking loss same



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1

Proposed ADA curb ramp location

Current No Parking Zone

Width reduced from 4' to 3' to avoid utilities



2

SCALE: 1" = 20'

**LEGEND:**  
-- RRFB

EXISTING DRIVEWAY

24" x 31" Telephone

24" Gas

11/12/2021 Steering Committee #2  
Note: Drawing is Preliminary

Lose 45' of parking here

Width reduced 7' to 6' per PennDOT

Current No Parking Zone

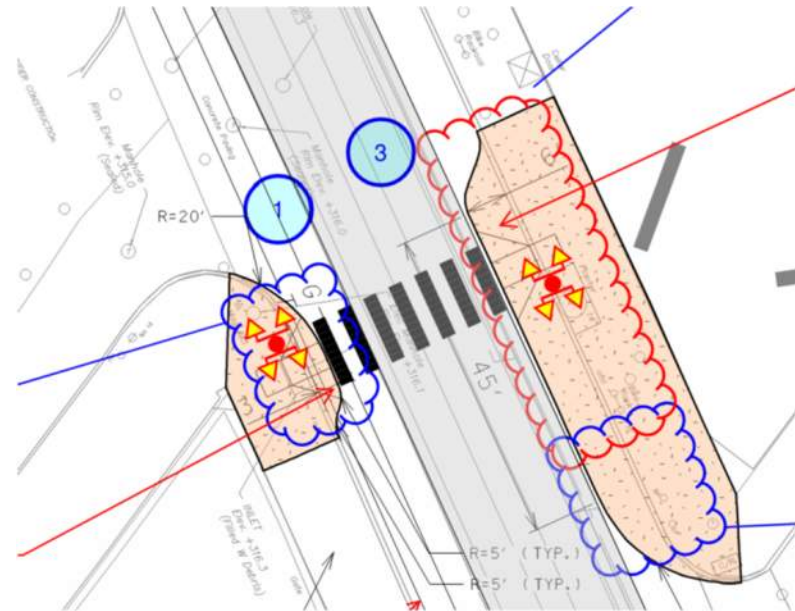
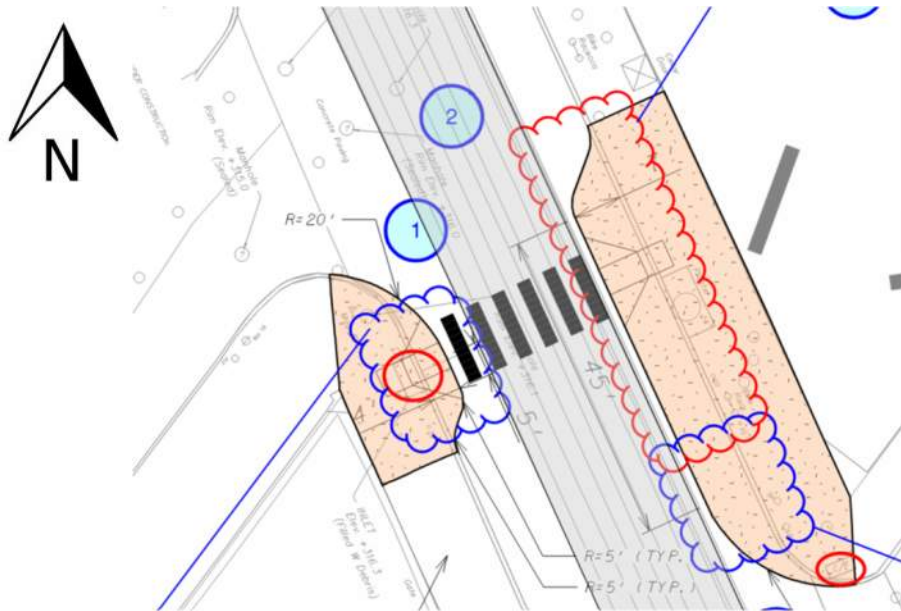
Proposed ADA curb ramp location

3



vised

# Before and After: W. Hortter Street / Montana Street



- No revision to crosswalk location
- Widths reduced per PennDOT/utilities

- East side parking loss is 45'



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11/12/2021 Steering Committee #2  
Note: Drawing is Preliminary



**LEGEND:**

 -- RRFB

Lose 35' of parking here

Width reduced from 7' to 3' to avoid utilities

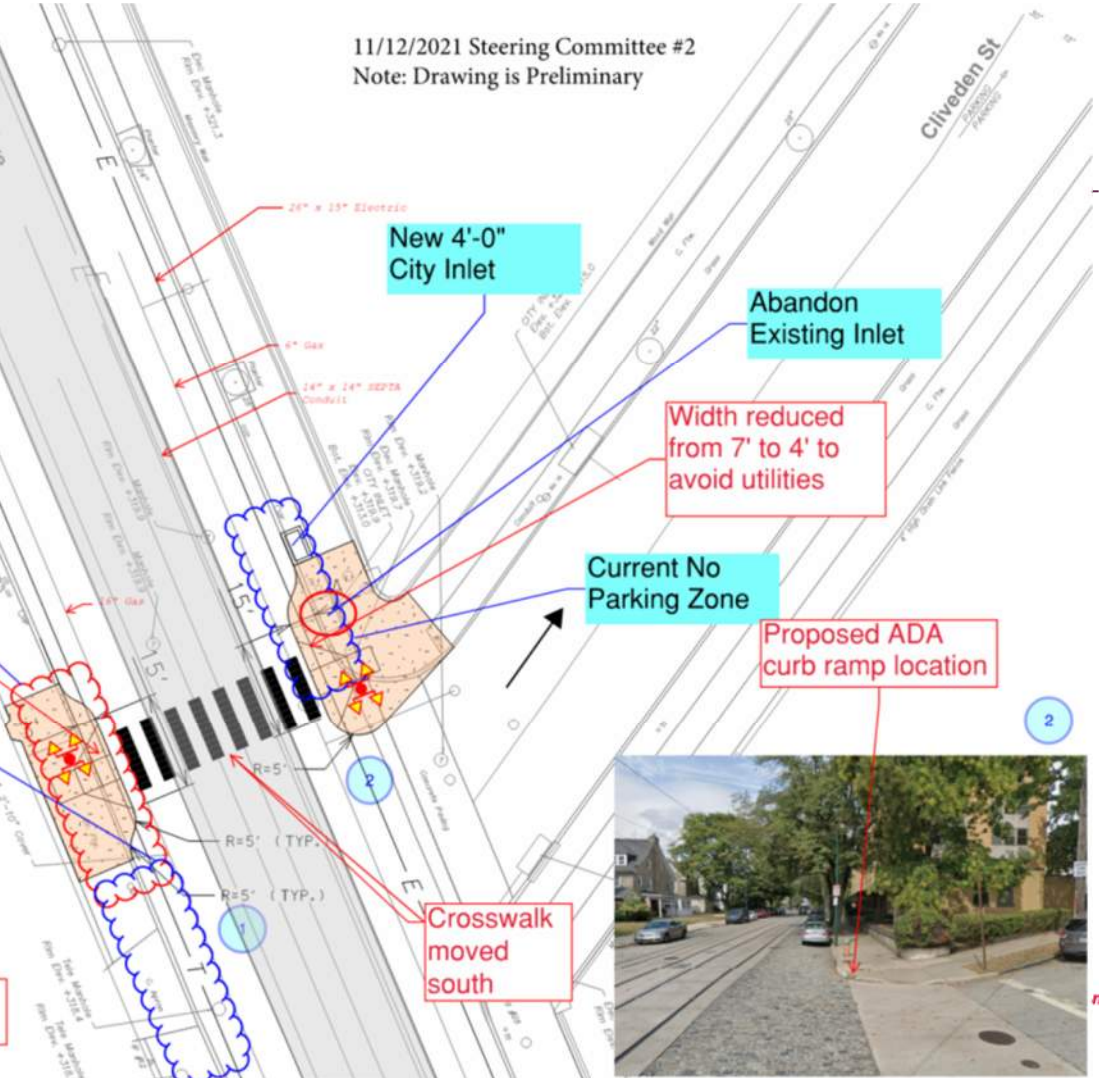
Current bus zone for #23

SCALE: 1" = 15'

1



Proposed ADA curb ramp location



Width reduced from 7' to 4' to avoid utilities

Abandon Existing Inlet

Current No Parking Zone

Proposed ADA curb ramp location

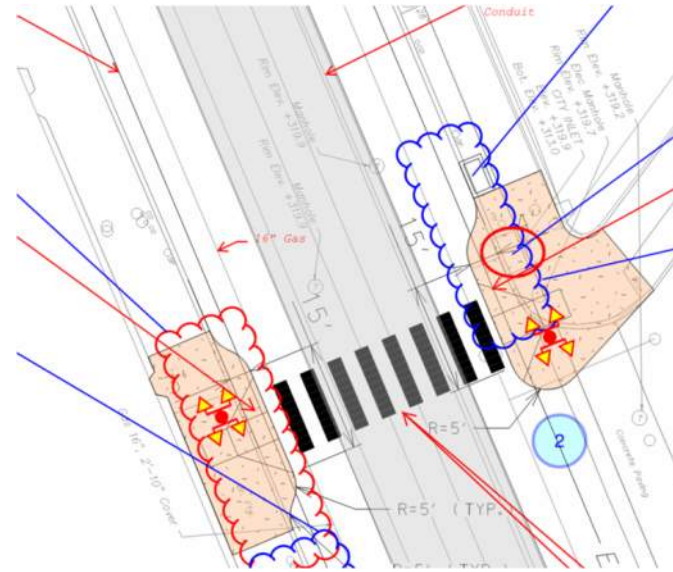
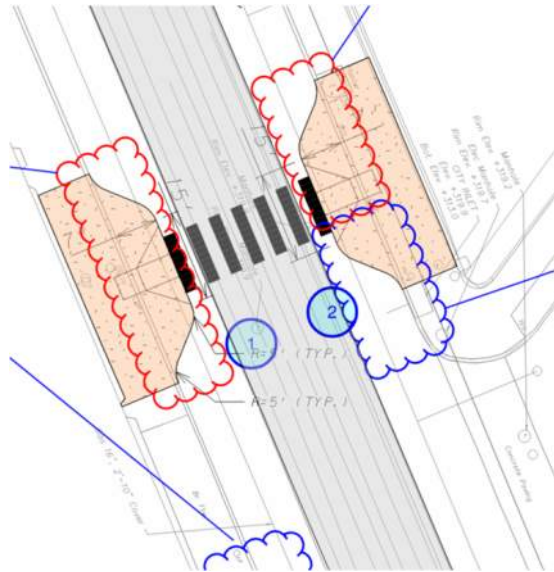
2



mised



# Before and After: E. Cliveden Street



- Crosswalk shifted south in front of #6442 • Germantown Avenue
- Widths reduced per PennDOT/utilities
- No east side parking loss; west side parking loss reduces from 40' to 35'

*Note: Rendering is conceptual*

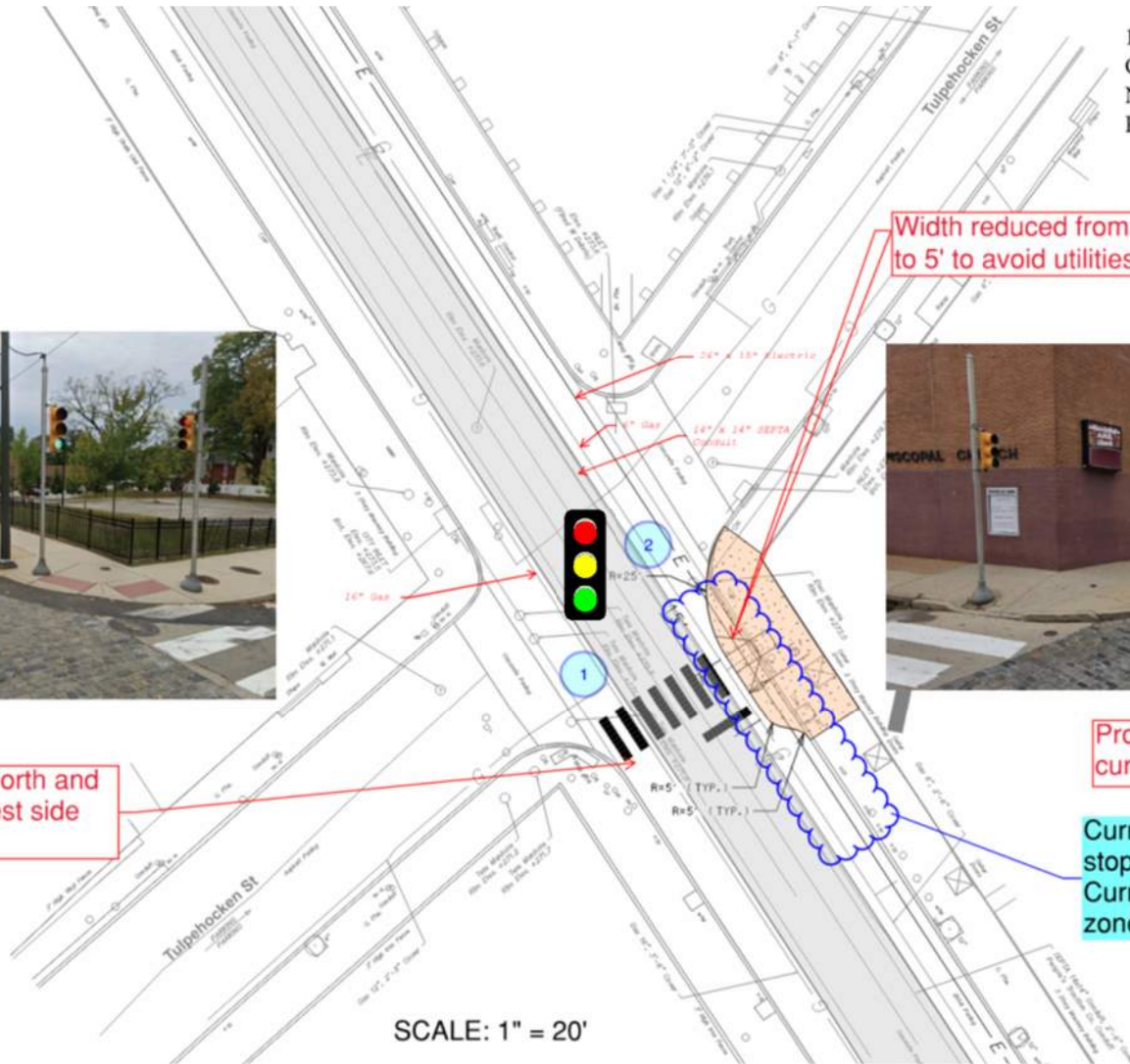


11/12/2021 Steering Committee #2  
Note: Drawing is Preliminary



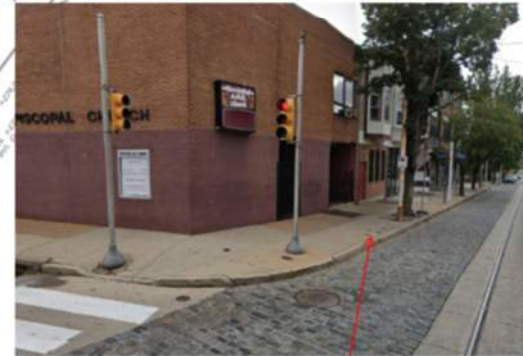
1

Crosswalk moved north and bump out on the west side removed



Width reduced from 7' to 5' to avoid utilities

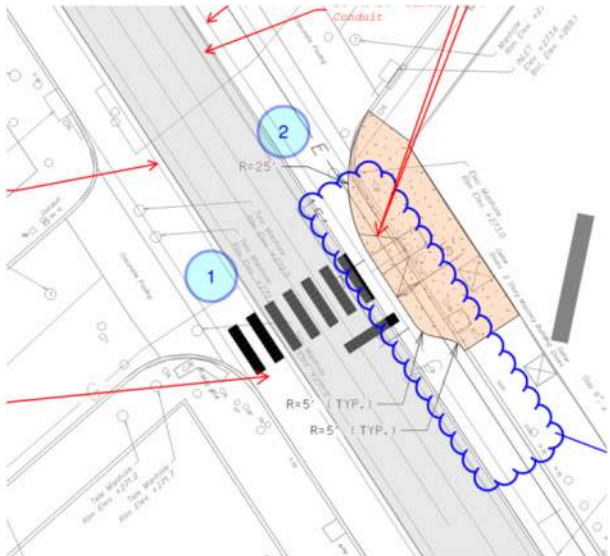
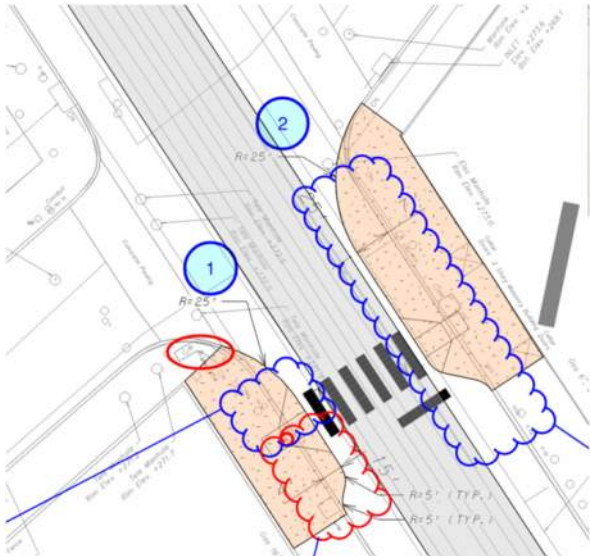
2



Proposed ADA curb ramp location

Current no stopping zone. Current bus zone for #23

# Before and After: Tulpehocken Street



- Removed the west bumpout

- Widths reduced per PennDOT/utilities



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## Mount Airy Pedestrian Improvements – Next Steps

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- Preferred Alternatives – December 2021
- Public Presentation – January 2022
- Conceptual Plans and Construction Cost Estimate – March 2022
- Final Design and Engineering – 2022
- Project Bidding and Contracting – Winter 2023
- Construction – Spring through Fall 2023

**Questions?**

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**Thank You!**

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