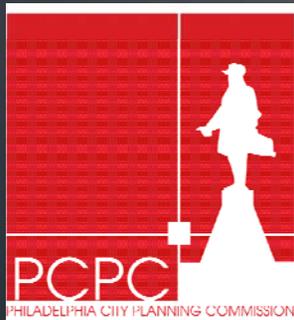


Washington Avenue

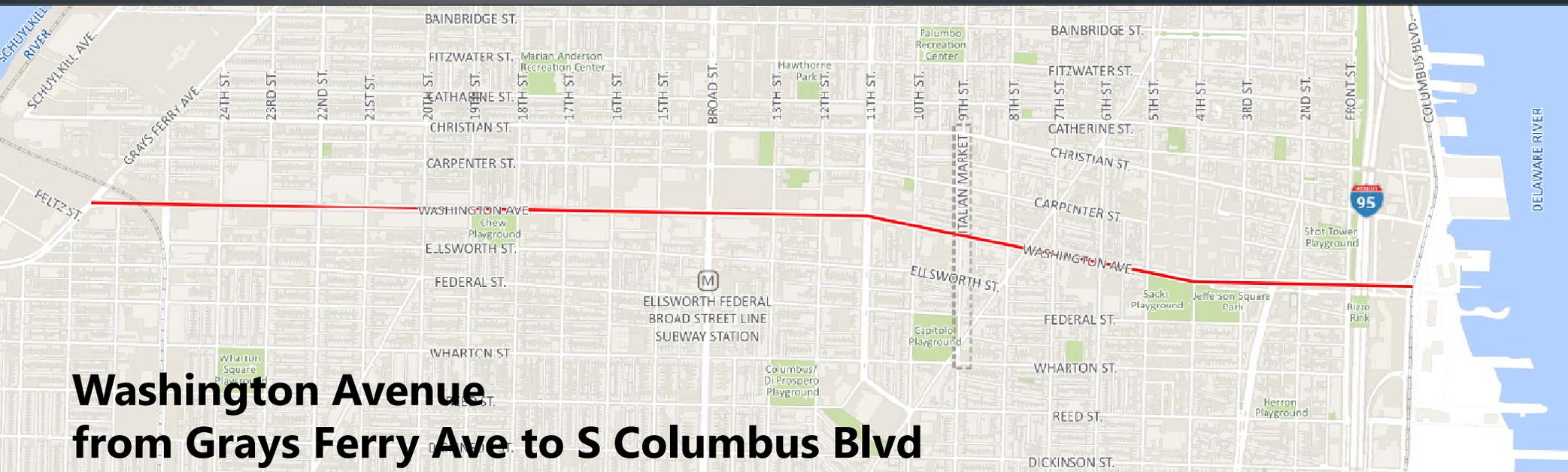
Grays Ferry Avenue to S. Columbus Boulevard

Transportation and Parking Study
Community Meeting – March 11, 2014



Tonight's Discussion

- Project overview and outcomes
- Project background – how we got here
- Community feedback
- Preferred concept design
- Hearing from you



Project Overview & Outcome



- Guide signing and striping plan to:
 - better balance corridor demands
 - improve parking and provide better loading for businesses
 - improve safety
 - reduce spot congestion
 - guide enforcement
- Lay framework for longer range planning
- Develop a concept striping plan

WASHINGTON AVENUE **TODAY** : GRAYS FERRY AVE. TO 11TH ST. AND 7TH ST. to 4TH ST.

Access Realm

Mixed Realm

Access Realm

Mixed Realm

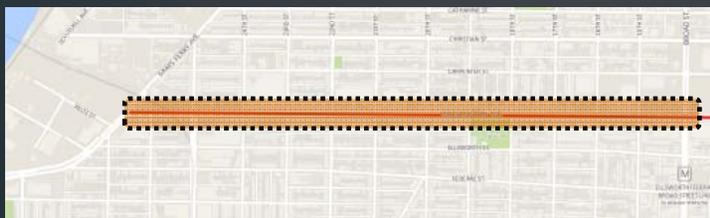
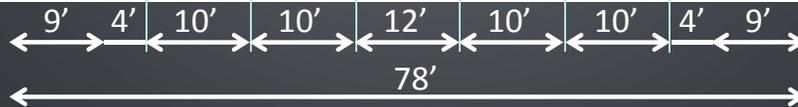
- Center left turn lane is currently being used for parking and loading / unloading activities.
- Bike lanes are not evident

Access Realm

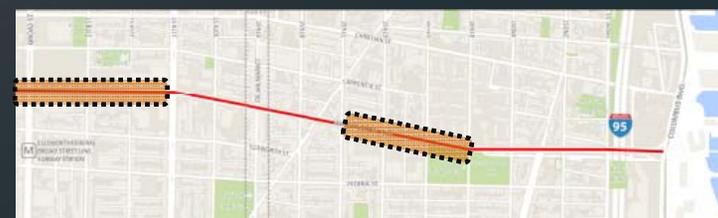
- Perpendicular parking is used to generate more parking spaces
- Perpendicular parking is restricting sidewalks and bike lanes
- Other business activities are occurring in the access realm (storage, dumpsters, etc.)

Parallel Parking + Loading / Unloading

Parallel Parking + Loading / Unloading

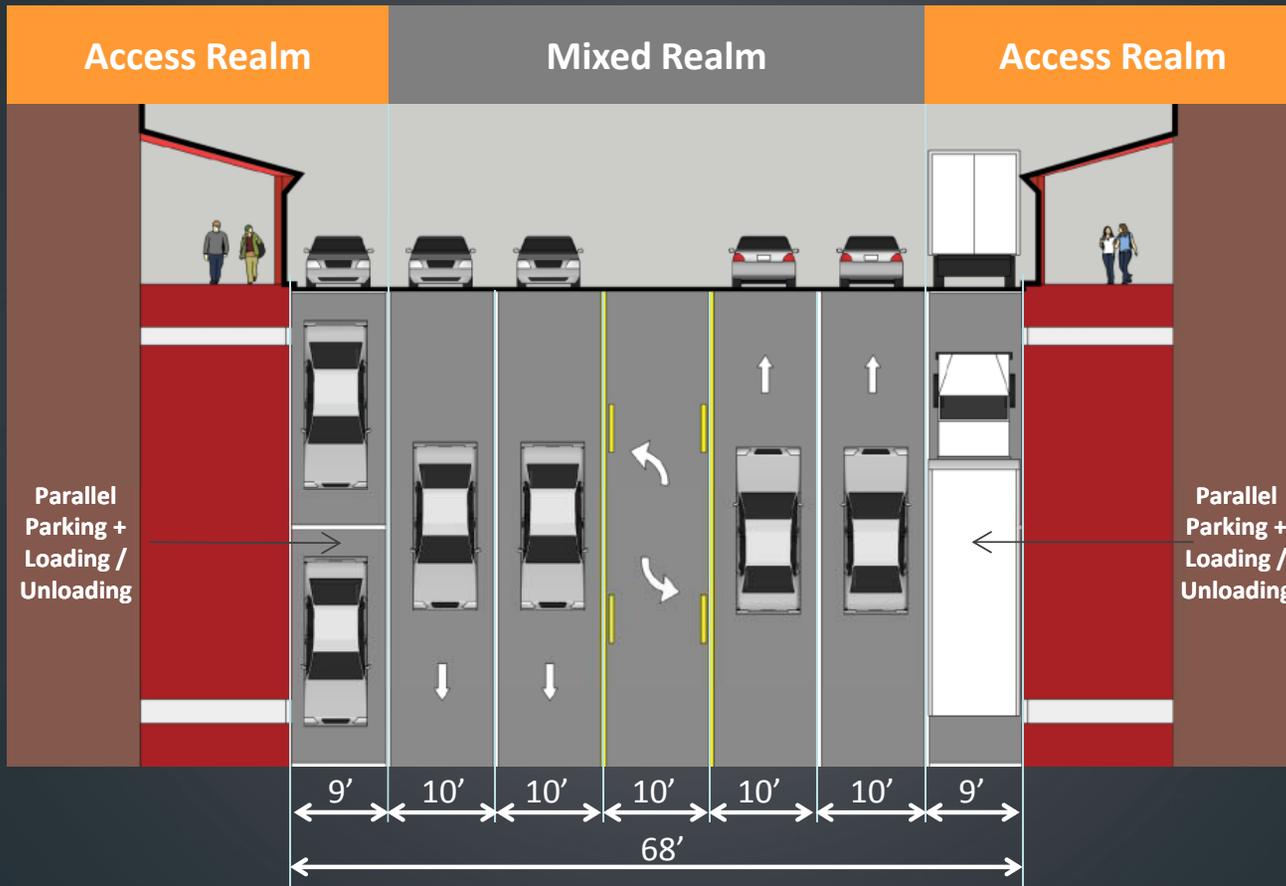


Key Plan



Key Plan

WASHINGTON AVENUE **TODAY** : 11TH ST. TO 7TH ST. - ITALIAN MARKET

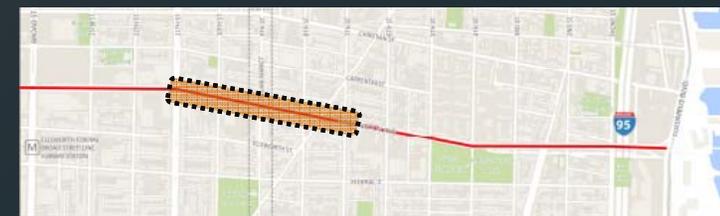


Mixed Realm

- Center left turn lane is currently used for parking and loading / unloading activities
- No bike lanes present
- Left turn restrictions at 9th Street

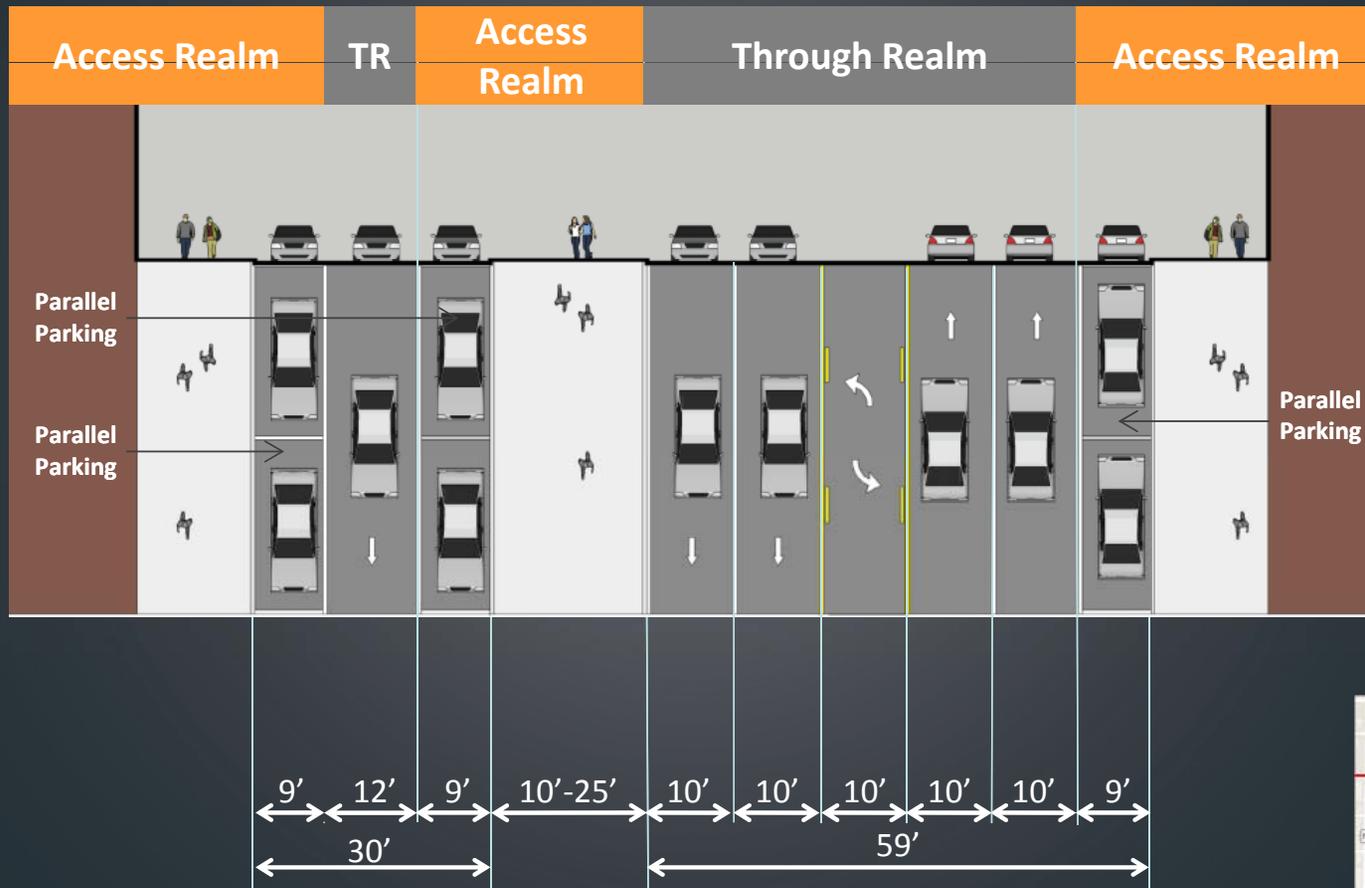
Access Realm

- Italian Market activities occur on the sidewalk and spill over into parking and travel lanes



Key Plan

WASHINGTON AVENUE **TODAY** : 4TH ST. TO COLUMBUS BLVD.

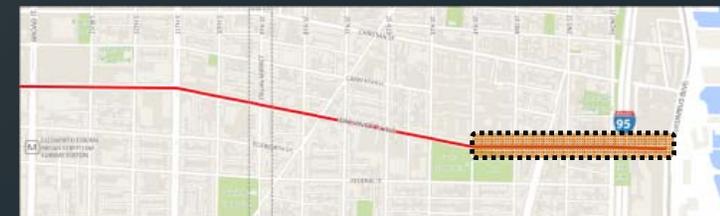


Through Realm

- No bike lanes

Access Realm

- Central median with varying width



Key Plan

Daily Traffic Comparison of Similar Streets

Street	Daily Traffic	Number of Lanes
Washington Avenue	9,800	4 lanes (plus TWLT lane)
South Broad Street	22,000	4 Lanes
Oregon Avenue	15,000	4 lanes (plus TWLT lane)
Passyunk Avenue	12,000	2 Lanes

- Similarly scaled streets in Philadelphia carry higher traffic volumes

Parking & Loading – West of Broad Street*

	Parking Spaces (As Permitted)	Parking Spaces (Actual)	Difference
On-Street Parking	234	282	48
On-Street Loading Spaces	32	9	-23
Parking Lots	795	-	-

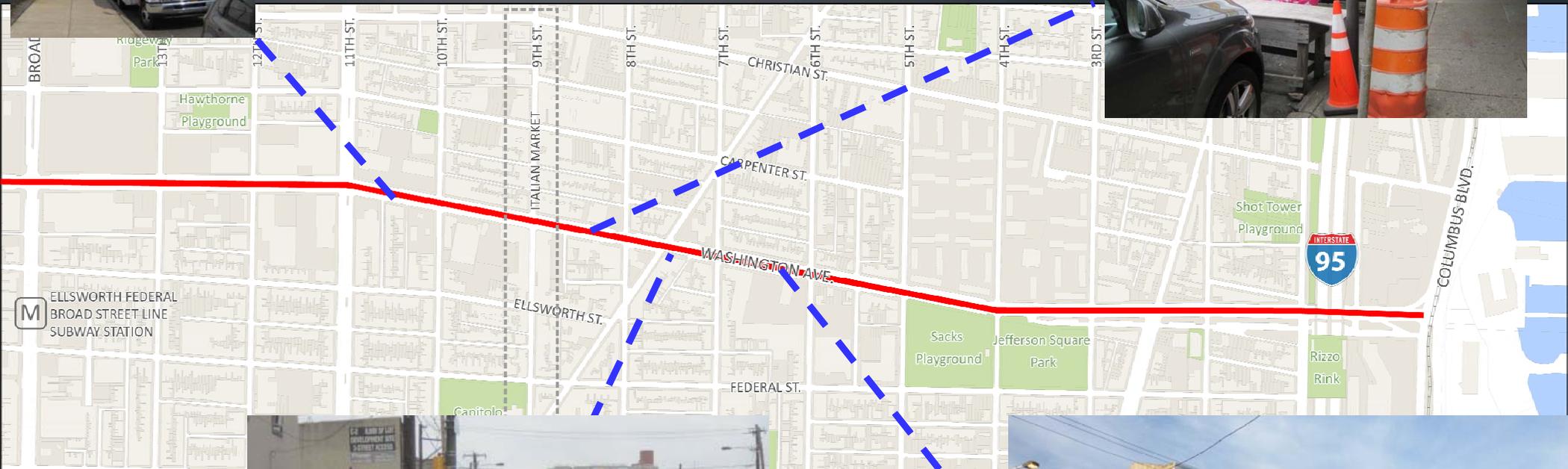
* Data from July 16, 2013

- Higher demand for on-street parking than currently permitted
- Loading space impacted by cars parking illegally

East Side Parking Challenges

Business Activities in
Parking Lanes

Loading Activities
Block Parking



Illegal
Parking



Median
Parking

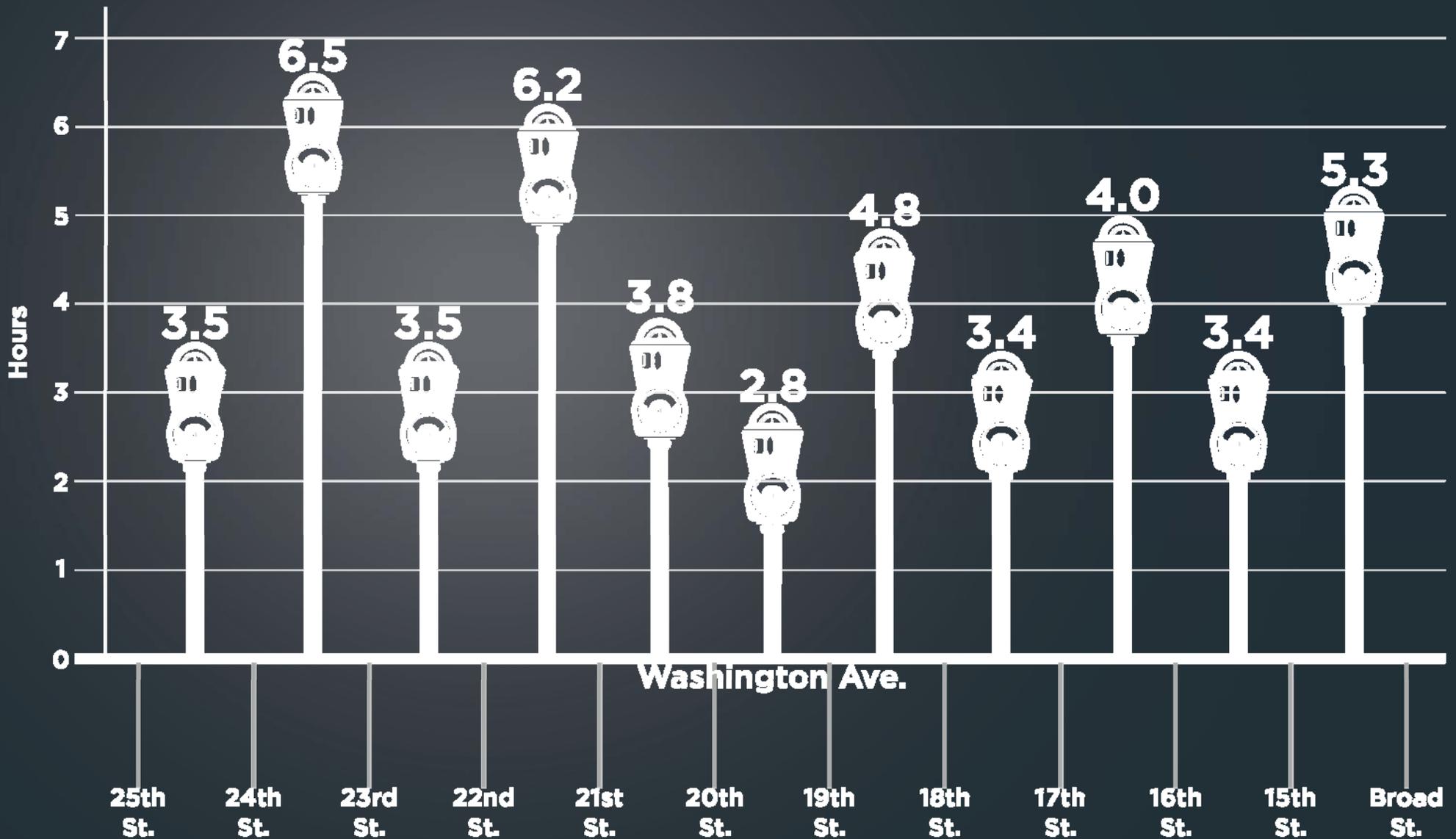


Parking and Loading Findings

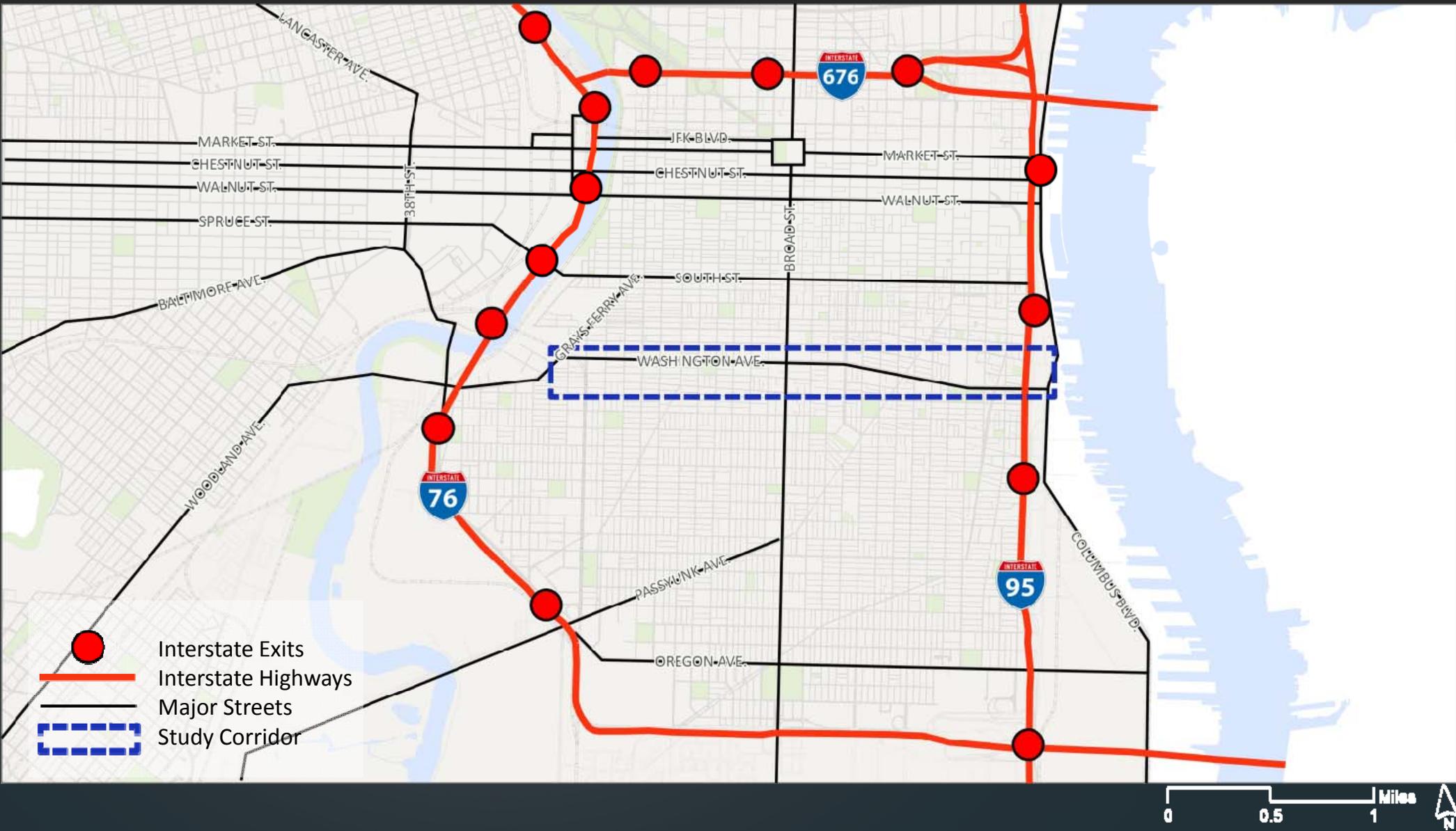
- › More parking demand than supply
- › Pavement markings and signage are not obvious
- › Motorists ignore parking restrictions to create more parking
- › Center turn lanes used for parking, loading and unloading
- › Businesses activities in the sidewalk, parking and bike lanes
- › Head-in parking obstructs bike lane and sidewalk



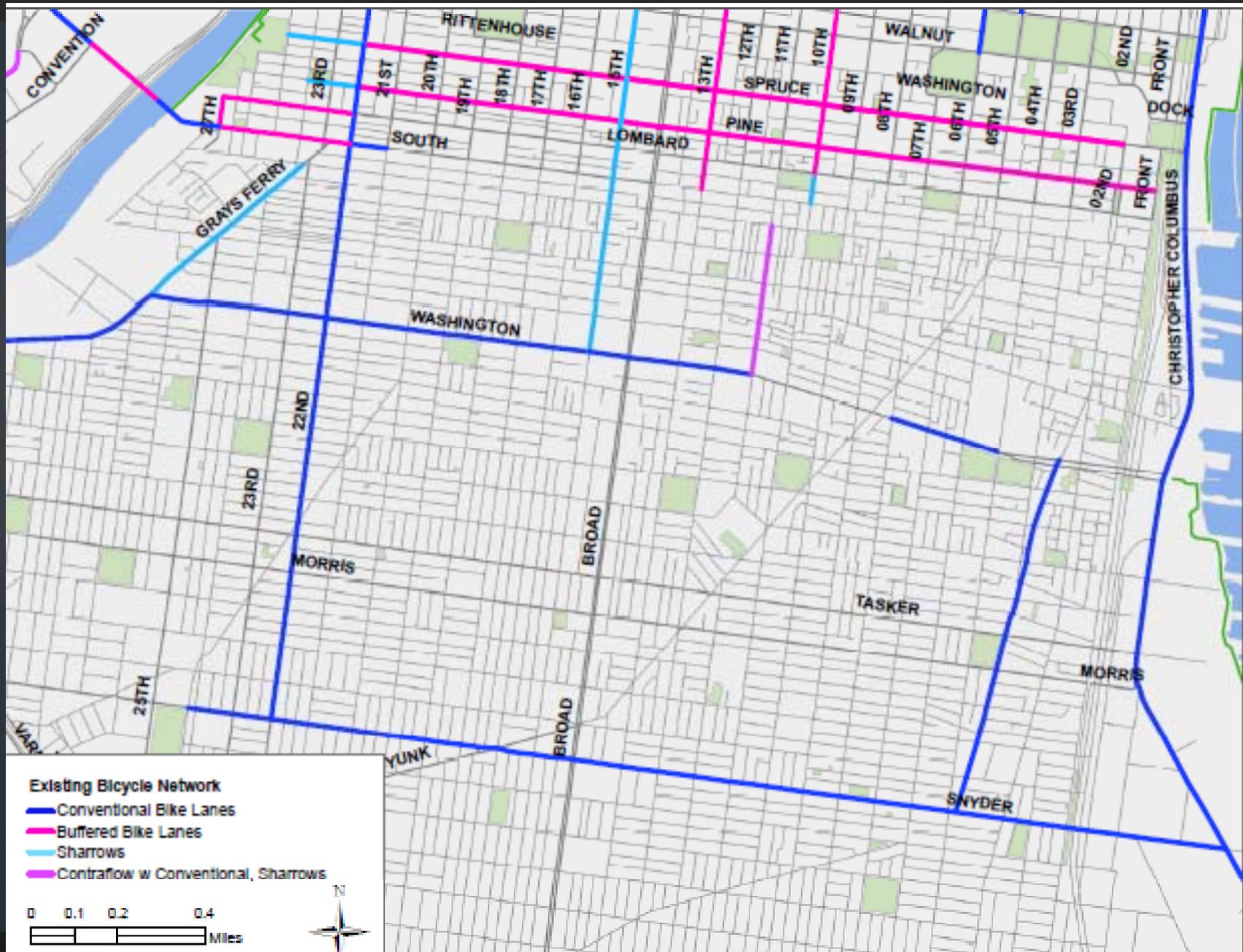
Parking Duration : Average time parked per vehicle



Washington Ave's Traffic Function



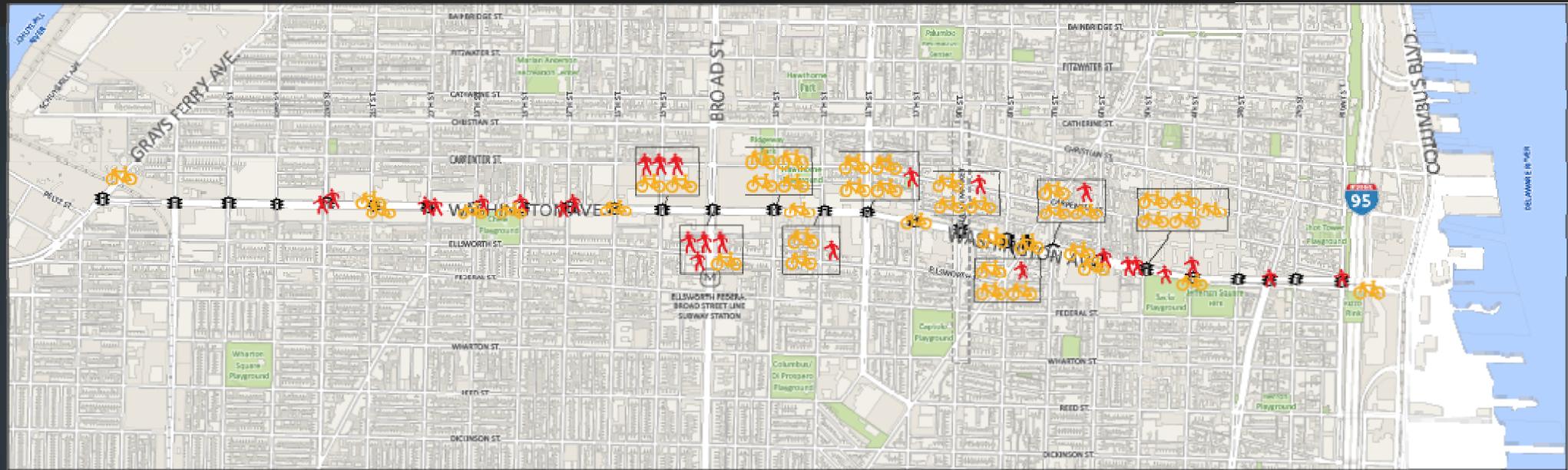
Washington Ave's Bike Network Function



Safety Statistics

- 915 total (reportable and non-reportable) crashes along the corridor over 3 years
- On average:
 - 6 crashes occur along the corridor per week
 - 1 crash every 10 days requires towing or involves an injury
 - 1 pedestrian or bicyclist is injured every 3 weeks due to a crash

Pedestrian and Bicycle Crashes (2010 – 2012)



Pedestrian and Bicycle Crashes (2010 - 2012)



- Multiple pedestrian and bicycle crashes occurring at intersections between 5th Street and 15th Street
- Multiple pedestrian crashes occurring at intersections with signals and crosswalks
- Bicycle crashes concentrated in the section of corridor that lacks bike lanes between 7th and 11th Streets

Community Feedback - Traffic

- West of Broad Street, roadway striping is not clear and makes visibility difficult at night
- Turn lanes with 4 thru lanes seems to work on the west side
- Left turns need to feel safer
- Left turn lanes are important, particularly east of Broad Street
- Concerns about traffic diverting from Washington Avenue to other streets

Community Feedback - Parking

- Residents favored 2-3 hour parking limit
- There is a need for sufficient long-term and overnight parking for residents along the corridor
- Residents favored early morning loading restrictions
- Designated loading areas are needed in the Italian Market commercial area
- Parking turnover is important in the Italian Market area
- There is demand for residential parking



Community Feedback – Pedestrian and Bicycle

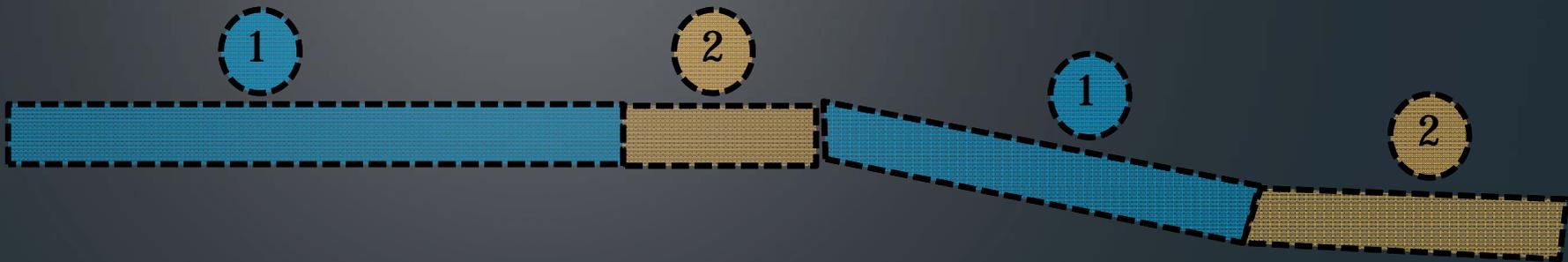
- Pedestrian crossings at key intersections are too wide
- Where left turns conflict with pedestrians consider a leading pedestrian interval (LPI)
- Double parking and loading conflicts with pedestrians and cyclists
- Consider ways to make crossing at 11th Street safer for pedestrians
- Recommend bike racks along the street, particularly at 10th Street, 11th Street and 12th Street
- Bike lanes and back-in angle parking on 11th Street seems to work well

“Many participants voiced having no bicycle lanes on Washington Avenue because it is not safe. *I hope this redesign makes it safe. I believe all streets in the city should be safe for bicycling, walking, running AND driving.*” - Meeting Participant

The Preferred Design

1 - Design includes 3-lane cross section

2 - Design includes 5-lane cross section



The Preferred Design

> Angle Parking

- Maximizes parking spaces between loading zones

> Bicycle Infrastructure

- Bike lanes provided for the length of the corridor
- Bike racks provided at 9th Street, 10th Street and 11th Street
- Bike boxes at 22nd St, 11th St, and Columbus Ave

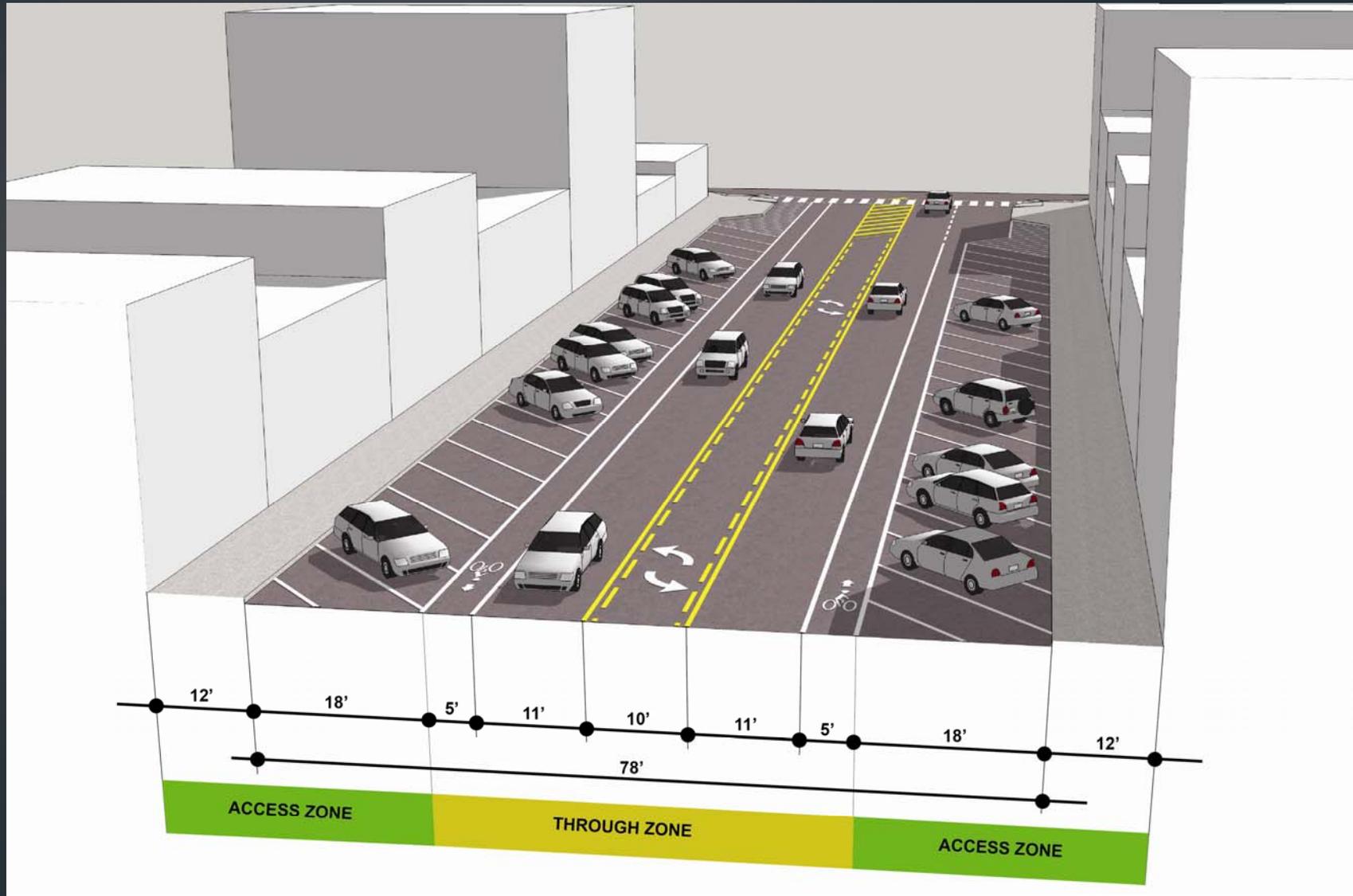
> Two-way left turn lane

- Preserves access to driveways

> Traffic

- 3 lanes through most of corridor
- 5 lanes provided where capacity is needed

3-Lane Concept



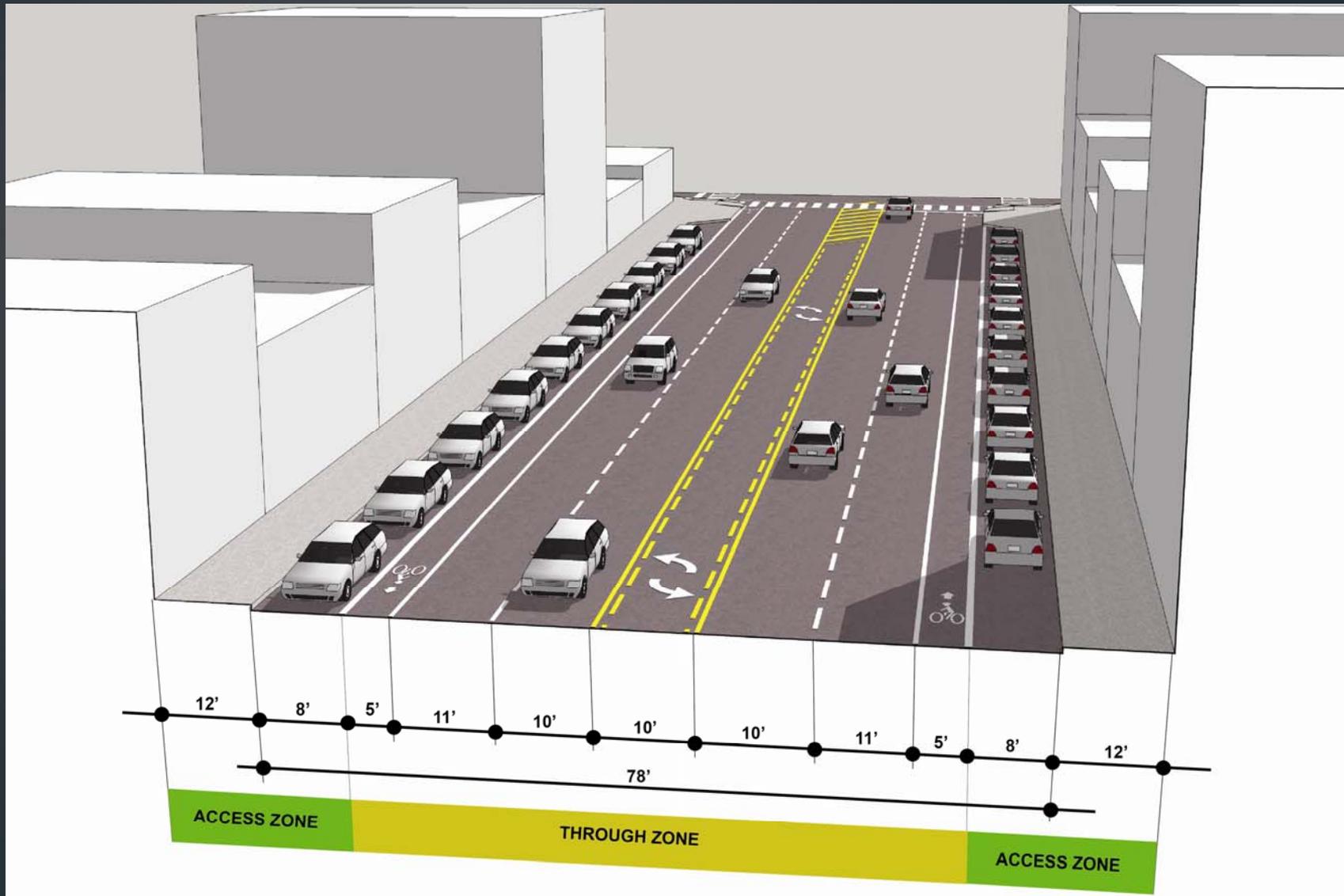
3-Lane Concept



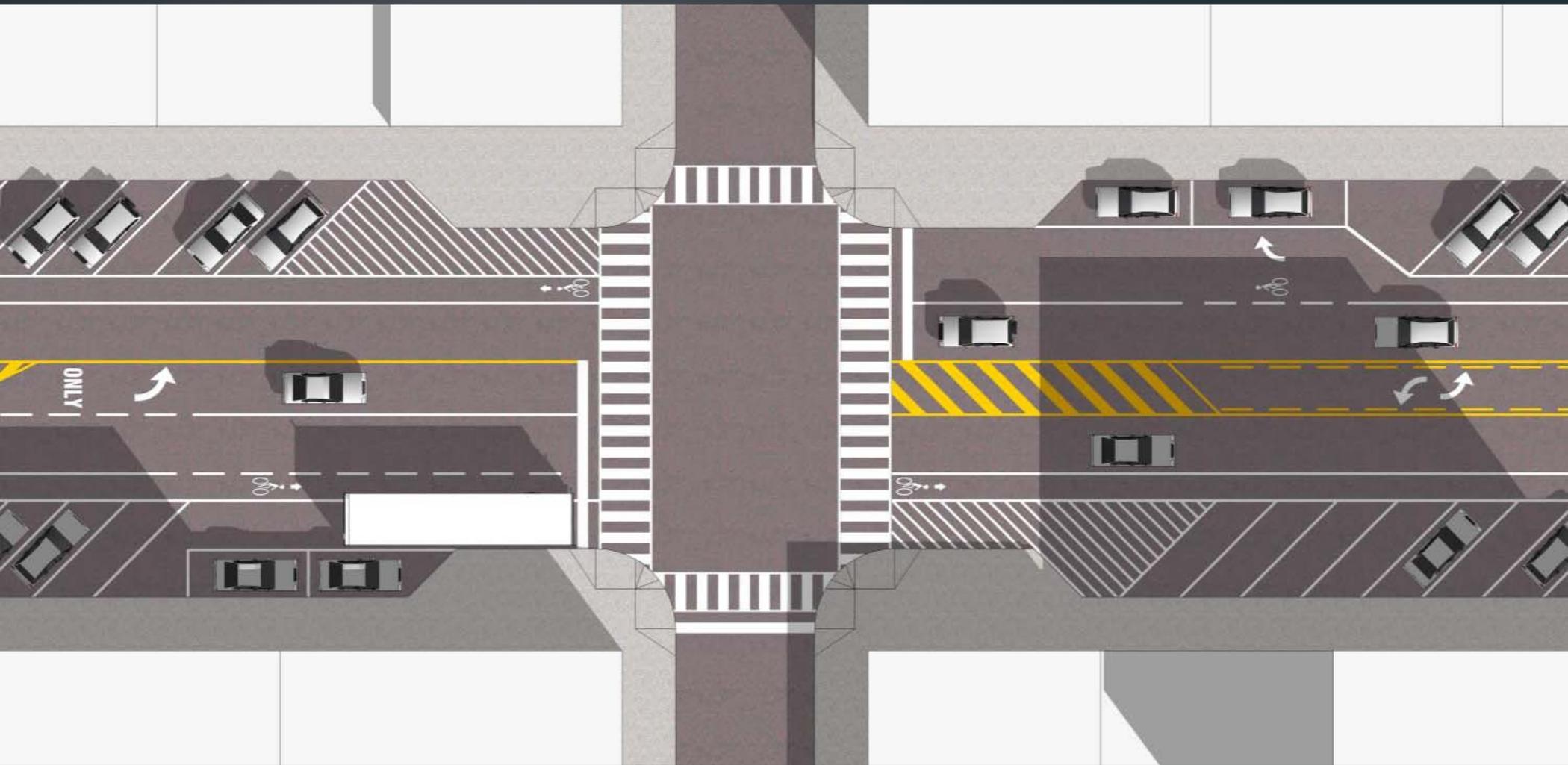
3-Lane Concept



5-Lane Concept



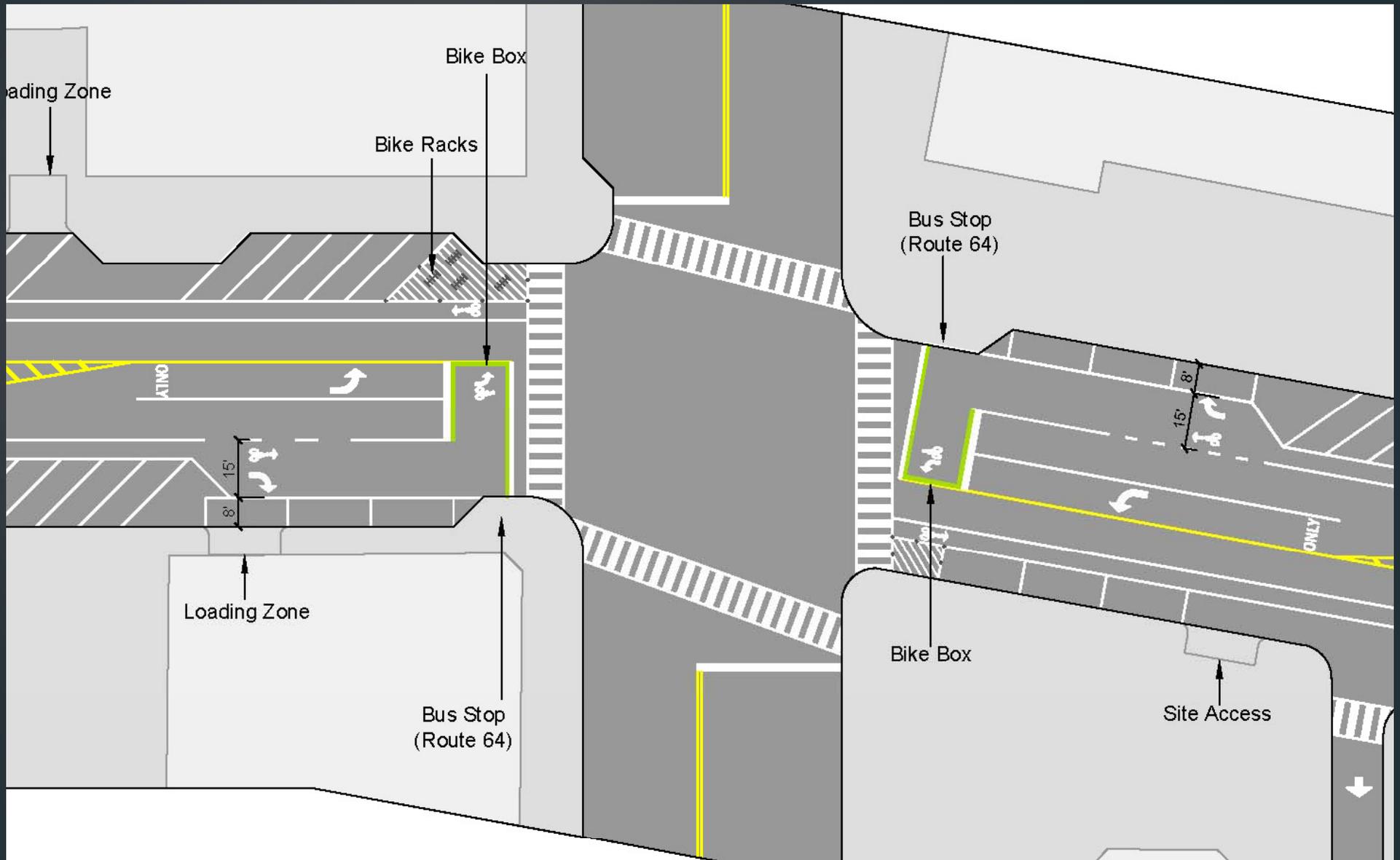
Mixing Zones and Bus Stops



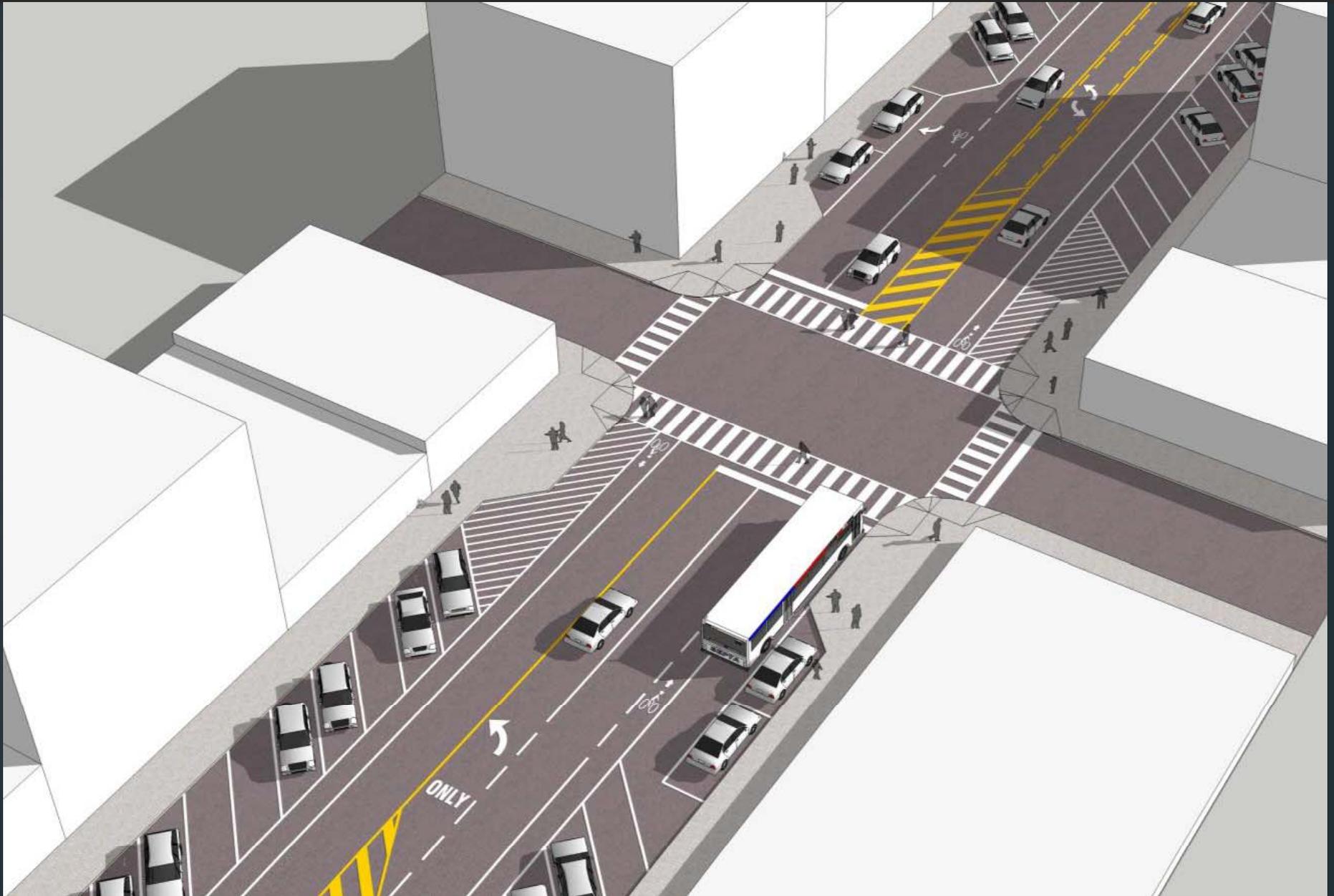
Mixing Zones in the City (Walnut Street)



Bicycle Facilities at Intersections

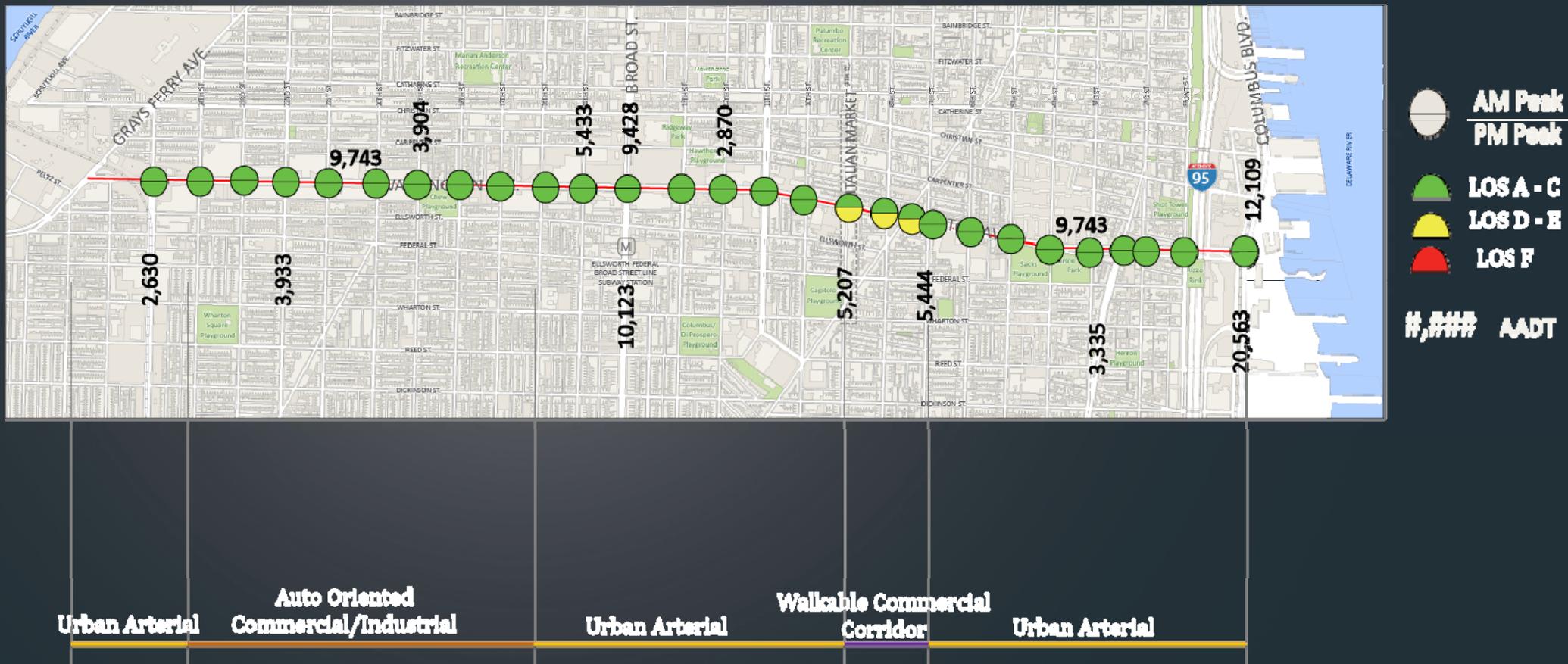


How are Buses Affected?



How are motorists affected?

➤ Additional delay around the Italian Market Area



How is parking affected?

- Angled parking allows for an increased number of total parking spaces
- Restrictions will improve turnover
- Loading zones allow for temporary parking outside of loading periods

	Total Parking Spaces
Existing	634
Preferred Alternative (signed spaces)	721
Preferred Alternative (loading zones)	173

Parking Management Strategies

Understand how to meet various needs

- Loading and staging
- Short-term parking
- Long-term parking

Organize physical space

- Off-street parking alternatives
- Revise cross section to increase # of spaces (i.e. back-in angle parking)
- Delineate spaces to maximize efficiency



Next Steps



Hearing from you

DISCUSSION AND QUESTIONS