COMPLETE STREETS HANDBOOK CHECKLIST

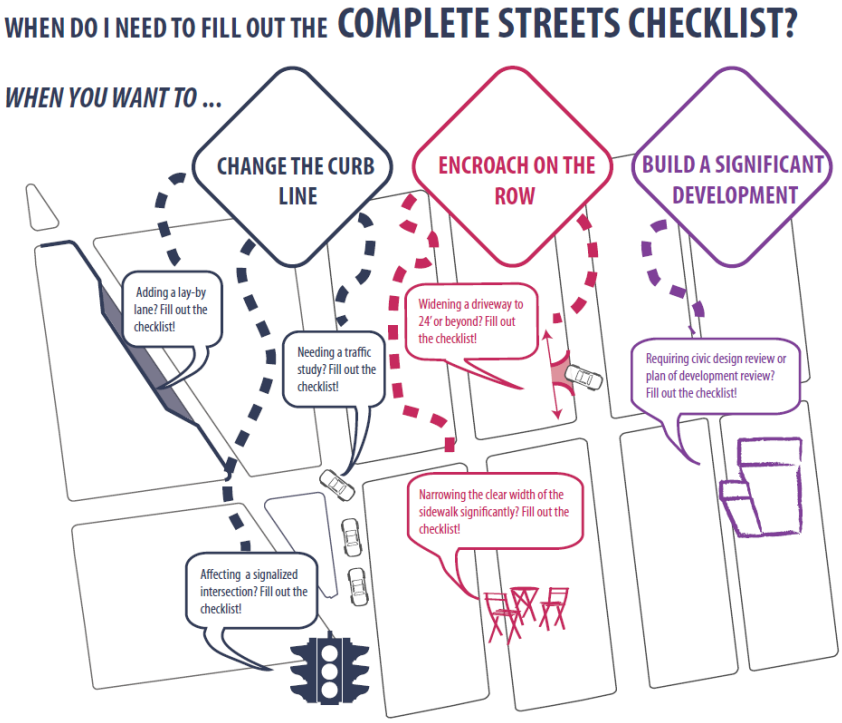
Philadelphia City Planning Commission

INSTRUCTIONS

This Checklist is an implementation tool of the *Philadelphia Complete Streets Handbook* (the "Handbook") and enables City engineers and planners to review projects for their compliance with the Handbook's policies. The handbook provides design guidance and does not supersede or replace language, standards or policies established in the City Code, City Plan, or Manual on Uniform Traffic Control Devices (MUTCD).

The Philadelphia City Planning Commission receives this Checklist as a function of its Civic Design Review (CDR) process. This checklist is used to document how project applicants considered and accommodated the needs of all users of city streets and sidewalks during the planning and/or design of projects affecting public rights-of-way. Departmental reviewers will use this checklist to confirm that submitted designs incorporate complete streets considerations (see **§**11-901 of The Philadelphia Code). Applicants for projects that require Civic Design Review shall complete this checklist and attach it to plans submitted to the Philadelphia City Planning Commission for review, along with an electronic version.

The Handbook and the checklist can be accessed at
http://www.phila.gov/CityPlanning/projectreviews/Pages/CivicDesignReview.aspx



PRELIMINARY PCPC REVIEW AND COMMENT: DATE

DOK 8/29/16

FINAL STREETS DEPT REVIEW AND COMMENT: DATE

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

INSTRUCTIONS (continued)

APPLICANTS SHOULD MAKE SURE TO COMPLY WITH THE FOLLOWING REQUIREMENTS:

This checklist is designed to be filled out electronically in Microsoft Word format. Please submit the Word version of the checklist. Text fields will expand automatically as you type.

All plans submitted for review must clearly dimension the widths of the Furnishing, Walking, and Building Zones (as defined in Section 1 of the Handbook). "High Priority" Complete Streets treatments (identified in Table 1 and subsequent sections of the Handbook) should be identified and dimensioned on plans.

All plans submitted for review must clearly identify and site all street furniture, including but not limited to bus shelters, street signs and hydrants.

Any project that calls for the development and installation of medians, bio-swales and other such features in the right-of-way may require a maintenance agreement with the Streets Department.

ADA curb-ramp designs must be submitted to Streets Department for review

Any project that significantly changes the curb line may require a City Plan Action. The City Plan Action Application is available at http://www.philadelphiastreets.com/survey-and-design-bureau/city-plans-unit . An application to the Streets Department for a City Plan Action is required when a project plan proposes the:

- Placing of a new street;
- Removal of an existing street;
- Changes to roadway grades, curb lines, or widths; or
- Placing or striking a city utility right-of-way.

Complete Streets Review Submission Requirement*:

- EXISTING CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED
  - CURB CUTS/DRIVEWAYS/LAYBY LANES
  - TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS
- PROPOSED CONDITIONS SITE PLAN, should be at an identified standard engineering scale
  - FULLY DIMENSIONED, INCLUDING DELINEATION OF WALKING, FURNISHING, AND BUILDING ZONES AND PINCH POINTS
  - PROPOSED CURB CUTS/DRIVEWAYS/LAYBY LANES
  - PROPOSED TREE PITS/LANDSCAPING
  - BICYCLE RACKS/STATIONS/STORAGE AREAS
  - TRANSIT SHELTERS/STAIRWAYS

***APPLICANTS PLEASE NOTE: ONLY FULL-SIZE, READABLE SITE PLANS WILL BE ACCEPTED. ADDITIONAL PLANS MAY BE REQUIRED AND WILL BE REQUESTED IF NECESSARY**

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

GENERAL PROJECT INFORMATION

1. PROJECT NAME

   Southwest Leadership Academy Charter School

2. DATE

   _____

3. APPLICANT NAME

   Southwest Leadership Academy Charter School

4. APPLICANT CONTACT INFORMATION

   Mark Allen, 7101 Paschall Avenue, Philadelphia, PA 19142. Phone: 267-403-2501

   Email: mallen@slacs-phila.org

5. PROJECT AREA: list precise street limits and scope

   City block surrounded by Thomas Avenue, S 58th Street, Whitby Avenue, and Cobbs Creek Parkway

6. OWNER NAME

   Southwest Leadership Academy Charter School

7. OWNER CONTACT INFORMATION

   See #4 applicant contact information

8. ENGINEER / ARCHITECT NAME

   Duffield Associates, Inc.

9. ENGINEER / ARCHITECT CONTACT INFORMATION

   Dan Meier, 211 N 13th Street, Suite 704, Philadelphia, PA 19107 Phone: 215-545-7295

   Email: dmeier@duffnet.com

10. STREETS: List the streets associated with the project. Complete Streets Types can be found at www.phila.gov/map under the "Complete Street Types" field. Complete Streets Types are also identified in Section 3 of the Handbook.

STREET	FROM	TO	COMPLETE STREET TYPE
Thomas Avenue	**Cobbs Creek Parkway**	**S 58th Street**	**Low density residential**
S 58th Street	**Thomas Avenue**	**Whitby Avenue**	**Urban arterial**
Whitby Avenue	**S 58th Street**	**Cobbs Creek Parkway**	**Urban arterial**
Cobbs Creek Parkway	**Whitby Avenue**	**Thomas Avenue**	**Urban arterial**

11. Does the **Existing Conditions** site survey clearly identify the following existing conditions with dimensions?

a.	Parking and loading regulations in curb lanes adjacent to the site	YES ☒	NO ☐	
b.	Street Furniture such as bus shelters, honor boxes, etc.	YES ☒	NO ☐	N/A ☐
c.	Street Direction	YES ☒	NO ☐	
d.	Curb Cuts	YES ☒	NO ☐	N/A ☐
e.	Utilities, including tree grates, vault covers, manholes, junction boxes, signs, lights, poles, etc.	YES ☒	NO ☐	N/A ☐
f.	Building Extensions into the sidewalk, such as stairs and stoops	YES ☐	NO ☐	N/A ☒

APPLICANT: General Project Information

Additional Explanation / Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

DEPARTMENTAL REVIEW: General Project Information

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (Handbook Section 4.3)

12. SIDEWALK: list Sidewalk widths for each street frontage. Required Sidewalk widths are listed in Section 4.3 of the Handbook.

STREET FRONTAGE	TYPICAL SIDEWALK WIDTH (BUILDING LINE TO CURB) Required / Existing / Proposed	CITY PLAN SIDEWALK WIDTH Existing / Proposed
Thomas Avenue	**≥ 10' / 18' / 18'**	**18' / 18'**
S 58th Street	**≥ 12' / 15' / 15'**	**15' / 15'**
Whitby Avenue	**≥ 12' / 18' / 18'**	**18' / 18'**
Cobbs Creek Parkway	**≥ 12' / 27' / 27'**	**25' / 25'**

13. WALKING ZONE: list Walking Zone widths for each street frontage. The Walking Zone is defined in Section 4.3 of the Handbook, including required widths.

STREET FRONTAGE	WALKING ZONE Required / Existing / Proposed
Thomas Avenue	**5' / 5' / 5'**
S 58th Street	**6' / 5' / 5'**
Whitby Avenue	**6' / 6' / 6'**
Cobbs Creek Parkway	**6' / 6' / 6'**

14. VEHICULAR INTRUSIONS: list Vehicular Intrusions into the sidewalk. Examples include but are not limited to; driveways, lay-by lanes, etc. Driveways and lay-by lanes are addressed in sections 4.8.1 and 4.6.3, respectively, of the Handbook.

EXISTING VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb cut/Driveway	**24'**	**S 58th Street**
Curb cut/Driveways (x2)	**24' (x2)**	**Whitby Avenue**
Curb cut/Driveway	**24'**	**Cobbs Creek Parkway**
_____	_____	_____

PROPOSED VEHICULAR INTRUSIONS

INTRUSION TYPE	INTRUSION WIDTH	PLACEMENT
Curb cuts/Driveways (x2)	**24' (x2)**	**Thomas Avenue**
_____	_____	_____
_____	_____	_____
_____	_____	_____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

PEDESTRIAN COMPONENT (continued)

		DEPARTMENTAL APPROVAL
15. When considering the overall design, does it create or enhance a pedestrian environment that provides safe and comfortable access for all pedestrians at all times of the day?	YES ☒ NO ☐	YES ☐ NO ☐

APPLICANT: Pedestrian Component

Additional Explanation / Comments: The existing sidewalk on 58th Street is 5' wide instead of the required 6'. Pedestrian counts from the traffic study indicate maximum hourly pedestrian counts of 50 for the four crossings at 58th Street and Whitby Avenue and 26 for the four crossings at 58th Street and Thomas Avenue.

DEPARTMENTAL REVIEW: Pedestrian Component

Reviewer Comments:

13. Walking Zone needs to conform to ½ the width of the sidewalk. All four of the calculations for the walking zone are incorrect.

15. Now that the school will be built at this location, the school will become a pedestrian generator. The pedestrian counts for the existing conditions are important to consider but the pedestrian activity will greatly increase, therefore the sidewalk width justification provided by applicant is not valid.

Other comments:

The loading and unloading of school buses is limited to two buses at a time. The loading area on Thomas St shows a grass buffer, which is not the correct material for 100s of students loading on and off buses on each day.

There must be a wider sidewalk for students, who typically congregate on the sidewalk and crowd the walking zone.

The curb cut on Cobbs Creek Parkway is not necessary and should be removed. The curb cut on 58th St needs to be filled with standard curb.

Existing curb cuts on Whitby are too close to the intersection and should be moved further up the block.

The loading and unloading of students is limited to 2 buses at a time. This is in the plan but is highly unlikely to be feasible. No students should be loaded or unloaded through the parking lot. Therefore, no bus queuing should take place on Thomas St as it will likely be an attractor for students to walk through the parking lot and cause pedestrian and vehicular conflicts.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (Handbook Section 4.4)

16. BUILDING ZONE: list the MAXIMUM, **existing and proposed** Building Zone width on each street frontage. The Building Zone is defined as the area of the sidewalk immediately adjacent to the building face, wall, or fence marking the property line, or a lawn in lower density residential neighborhoods. The Building Zone is further defined in section 4.4.1 of the Handbook.

STREET FRONTAGE	MAXIMUM BUILDING ZONE WIDTH Existing / Proposed
Thomas Avenue	**7' / 7'**
S 58th Street	**5' / 5'**
Whitby Avenue	**7' / 7'**
Cobbs Creek Parkway	**18' / 18'**

17. FURNISHING ZONE: list the MINIMUM, **recommended, existing, and proposed** Furnishing Zone widths on each street frontage. The Furnishing Zone is further defined in section 4.4.2 of the Handbook.

STREET FRONTAGE	MINIMUM FURNISHING ZONE WIDTH Recommended / Existing / Proposed
Thomas Avenue	**≥ 3.5' / 6' / 6'**
S 58th Street	**≥ 4' / 5' / 5'**
Whitby Avenue	**≥ 4' / 5' / 5'**
Cobbs Creek Parkway	**≥ 4' / 3' / 3'**

				DEPARTMENTAL APPROVAL	
18. Identify proposed "high priority" building and furnishing zone design treatments that are incorporated into the design plan, where width permits (see Handbook Table 1). Are the following treatments identified and dimensioned on the plan?					
▪ Bicycle Parking	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
▪ Lighting	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
▪ Benches	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
▪ Street Trees	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
▪ Street Furniture	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
19. Does the design avoid tripping hazards?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
20. Does the design avoid pinch points? Pinch points are locations where the Walking Zone width is less than the required width identified in item 13, or requires an exception	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BUILDING & FURNISHING COMPONENT (continued)

21. Do street trees and/or plants comply with street installation requirements (see sections 4.4.7 & 4.4.8)	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
22. Does the design maintain adequate visibility for all roadway users at intersections?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☒

APPLICANT: Building & Furnishing Component

Additional Explanation / Comments: The existing furnishing zone on Cobbs Creek Parkway is 3 feet, not the required minimum 4 feet. However, a parking lane separates the curb and sidewalk from the travel lane on Cobbs Creek Parkway. The existing sidewalk on 58th Street is 5' wide instead of the required 6'. Pedestrian counts from the traffic study indicate maximum hourly pedestrian counts of 50 for the four crossings at 58th Street and Whitby Avenue and 26 for the four crossings at 58th Street and Thomas Avenue. The four streets surrounding the property will have only two proposed driveway encroachments, both on Thomas Avenue and within 200 feet of each other. Bicycle parking will be provided on the proposed school campus. All streets have existing lighting. The site has nine existing street tress. The property is surrounded by trees located just outside the right-of-way line. The design team is waiting for a determination from the department of parks and recreation's arborist on whether additional street trees are required.

DEPARTMENTAL REVIEW: Building & Furnishing Component

Reviewer Comments: Note: when is the determination from PPR going to be received re: additional street trees?

There is space for additional bike parking with U racks on the street. Applicant should consider this as a way to connect to Cobbs Creek Park.

17. Need to widen furnishing zone on Cobbs Creek Pkwy.

22. The design must retain sight lines per PennDOT regulations at entrances. The entrances on Thomas and Whitby appear to be less visible than the requirements. Streets Dept to determine whether this design follows PennDOT regs.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

BICYCLE COMPONENT (Handbook Section 4.5)

23. List elements of the project that incorporate recommendations of the Pedestrian and Bicycle Plan, located online at http://phila2035.org/wp-content/uploads/2012/06/bikePedfinal2.pdf

    Thomas Avenue, Whitby Avenue, and Cobbs Creek Parkway each have two existing bicycle lanes. S 58th Street has existing sidewalks on both sides of the street.

24. List the existing and proposed number of bicycle parking spaces, on- and off-street. Bicycle parking requirements are provided in The Philadelphia Code, Section 14-804.

BUILDING / ADDRESS	REQUIRED SPACES	ON-STREET Existing / Proposed	ON SIDEWALK Existing / Proposed	OFF-STREET Existing / Proposed
1300 S 58th Street	**9**	**0 / 0**	**0 / 0**	**0 / 9**
_____	_____	_____ / _____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____	_____ / _____
_____	_____	_____ / _____	_____ / _____	_____ / _____

				DEPARTMENTAL APPROVAL	
25. Identify proposed "high priority" bicycle design treatments (see Handbook Table 1) that are incorporated into the design plan, where width permits. Are the following "High Priority" elements identified and dimensioned on the plan?					
▪ Conventional Bike Lane	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Buffered Bike Lane	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
▪ Bicycle-Friendly Street	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
26. Does the design provide bicycle connections to local bicycle, trail, and transit networks?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
27. Does the design provide convenient bicycle connections to residences, work places, and other destinations?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐

APPLICANT: Bicycle Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Bicycle Component

Reviewer Comments: _____

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

CURBSIDE MANAGEMENT COMPONENT (Handbook Section 4.6)

					DEPARTMENTAL APPROVAL	
28. Does the design limit conflict among transportation modes along the curb?	YES ☒	NO ☐			YES ☐	NO ☒
29. Does the design connect transit stops to the surrounding pedestrian network and destinations?	YES ☒	NO ☐	N/A ☐		YES ☐	NO ☐
30. Does the design provide a buffer between the roadway and pedestrian traffic?	YES ☒	NO ☐	N/A ☐		YES ☐	NO ☐
31. How does the proposed plan affect the accessibility, visibility, connectivity, and/or attractiveness of public transit?					YES ☐	NO ☐

The proposed school is a new destination for public transit.

APPLICANT: Curbside Management Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Curbside Management Component

Reviewer Comments: 23. Cobbs Creek Trail is also a bicycle facility that should be considered – not just the bike lanes on Cobbs Creek Pkwy.

24. Need more than 9 bike parking spaces, even though that is the minimum. Suggestion is to have 10 U racks for bike parking for 20 bicycles. This takes into consideration any activities that occur at school, not just during school hours or during the school year.

28. Loading and unloading of school buses and parking lot is a conflict with the bike lanes on Thomas Ave.

29. This is a prime location to include a new bus shelter. Conduit can be installed by applicant during construction and bus shelter can be installed by City.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

VEHICLE / CARTWAY COMPONENT (Handbook Section 4.7)

32. If lane changes are proposed, , identify existing and proposed lane widths and the design speed for each street frontage; **If not, go to question No. 35**

STREET	FROM	TO	LANE WIDTHS Existing / Proposed	DESIGN SPEED
_____	_____	_____	_____ / _____	_____
_____	_____	_____	_____ / _____	_____
_____	_____	_____	_____ / _____	_____
_____	_____	_____	_____ / _____	_____

				DEPARTMENTAL APPROVAL	
33. What is the maximum AASHTO design vehicle being accommodated by the design?	_____			YES ☐	NO ☐
34. Will the project affect a historically certified street? An inventory of historic streets[1] is maintained by the Philadelphia Historical Commission.	YES ☐	NO ☐		YES ☐	NO ☐
35. Will the public right-of-way be used for loading and unloading activities?	YES ☒	NO ☐		YES ☐	NO ☒
36. Does the design maintain emergency vehicle access?	YES ☒	NO ☐		YES ☐	NO ☐
37. Where new streets are being developed, does the design connect and extend the street grid?	YES ☐	NO ☐	N/A ☒	YES ☐	NO ☐
38. Does the design support multiple alternative routes to and from destinations as well as within the site?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
39. Overall, does the design balance vehicle mobility with the mobility and access of all other roadway users?	YES ☒	NO ☐		YES ☐	NO ☒

APPLICANT: Vehicle / Cartway Component

Additional Explanation / Comments: The school proposes to load and unload school buses from the parking lane on Thomas Avenue. As shown on the plans, a maximum of 7 buses will be queued along Thomas Avenue and a maximum of 5 buses will be queued along 58th Street. As buses leave Thomas Avenue, the buses waiting on 58th Street will drive around the block and join the queue on Thomas Avenue. The site design includes an off-street loading zone attached to the school for deliveries and trash collection.

DEPARTMENTAL REVIEW: Vehicle / Cartway Component

Reviewer Comments: _____

(1) http://www.philadelphiastreets.com/images/uploads/documents/Historical_Street_Paving.pdf

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

URBAN DESIGN COMPONENT (Handbook Section 4.8)

				DEPARTMENTAL APPROVAL	
40. Does the design incorporate windows, storefronts, and other active uses facing the street?	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
41. Does the design provide driveway access that safely manages pedestrian / bicycle conflicts with vehicles (see Section 4.8.1)?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐
42. Does the design provide direct, safe, and accessible connections between transit stops/stations and building access points and destinations within the site?	YES ☒	NO ☐	N/A ☐	YES ☐	NO ☐

APPLICANT: Urban Design Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Urban Design Component

Reviewer Comments: 35. Loading in this case does not refer to school bus loading but rather of delivery of materials and removal of refuse. Need to confirm that all loading will be done through the parking lot and not on the right of way.

39. The driveway to the parking lot and the bus loading zone on Thomas Avenue cause conflict with the bike lane. Applicant should show bus loading and unloading on 58th St. There is a SEPTA bus service on 58th St, but the student loading and unloading should be able to coexist with SEPTA service because the SEPTA bus stops are located at different corners than where the students would load and unload.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

INTERSECTIONS & CROSSINGS COMPONENT (Handbook Section 4.9)

43. If signal cycle changes are proposed, please identify Existing and Proposed Signal Cycle lengths; **if not, go to question No. 48.**

SIGNAL LOCATION	EXISTING CYCLE LENGTH	PROPOSED CYCLE LENGTH
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

				DEPARTMENTAL APPROVAL	
44. Does the design minimize the signal cycle length to reduce pedestrian wait time?	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
45. Does the design provide adequate clearance time for pedestrians to cross streets?	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
46. Does the design minimize pedestrian crossing distances by narrowing streets or travel lanes, extending curbs, reducing curb radii, or using medians or refuge islands to break up long crossings?	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
If yes, City Plan Action may be required.					
47. Identify "High Priority" intersection and crossing design treatments (see Handbook Table 1) that will be incorporated into the design, where width permits. Are the following "High Priority" design treatments identified and dimensioned on the plan?				YES ☐	NO ☐
▪ Marked Crosswalks	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Pedestrian Refuge Islands	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Signal Timing and Operation	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
▪ Bike Boxes	YES ☐	NO ☐	N/A ☐	YES ☐	NO ☐
48. Does the design reduce vehicle speeds and increase visibility for all modes at intersections?	YES ☐	NO ☒	N/A ☐	YES ☐	NO ☐
49. Overall, do intersection designs limit conflicts between all modes and promote pedestrian and bicycle safety?	YES ☒	NO ☐	N/A ☒	YES ☐	NO ☐

APPLICANT: Intersections & Crossings Component

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW: Intersections & Crossings Component

Reviewer Comments: 49. No new intersections.

COMPLETE STREETS HANDBOOK CHECKLIST

Philadelphia City Planning Commission

ADDITIONAL COMMENTS

APPLICANT

Additional Explanation / Comments: _____

DEPARTMENTAL REVIEW

Additional Reviewer Comments:

According to PennDOT reporting, 63 vehicles, including 90 people of which 5 were pedestrians, have had crashes within at this location (2011-2015). Half of the crashes occurred during school hours and most during the school week. This area will need traffic calming because it will become a school zone. The need for sidewalk bump outs at Whitby and Cobbs Creek Parkway would help with ensuring that any students crossing to the park have a shorter distance to cross and a safer crossing. Other measures should be considered as well with Streets Dept guidance.