



Washington Avenue Repaving & Improvement Project

February 5, 2022

OFFICE OF 
**TRANSPORTATION,
INFRASTRUCTURE
& SUSTAINABILITY**

Updated: 2/1/2022



AGENDA

- Welcome
- Presentation on how we are combining input from multiple sources
- What we've heard through community engagement
- How we are responding to what we heard
- Criteria being used to evaluate options
- What comes next



What happened BEFORE 2020?

Public Input

- Public meetings and input (2013 – 2015) determine need for more study

Parking & Loading Studies

- East side **parking & operational impact analysis** (2016)
- East side **business loading survey** (2016)
- West side **parking & operational impact analysis** (2019)
- West side **business loading survey** (2019)

Traffic Analyses

- Full-corridor (Grays Ferry to 4th Street) **traffic analysis** (2019)
- Full corridor (Grays Ferry to Columbus) **Origin/Destination Analysis** (2020)
- Christian and Ellsworth Streets **Parallel Route Analysis** (2020)



What happened in 2020?

Public Input Goal

- (pre-2020) we set a goal to meet every RCO at least one time; hold 4 meetings reaching 400 people

Shifting to COVID

- Calls and zooms with RCO's and business orgs - 37 meetings with 26 groups reaching 215+ people
- Mailed postcards – 5,400+ households/businesses
- Created survey – 5,458 people
- Created videos explaining project option – 12,049 unique views on 4 videos
- Shared by social media – 68,400 impressions
- Translated everything into Spanish, Mandarin, Vietnamese



What happened 2021 - now?

Additional Meetings

- 4 meetings with Point Breeze and Grays Ferry residents/RCO's (March – September)

Working Group

- 6 meetings with representatives from various RCO's (September – December)

Business Outreach

- 16 in-person meetings with businesses (November – February)



What happened 2021 - now?

Community led survey

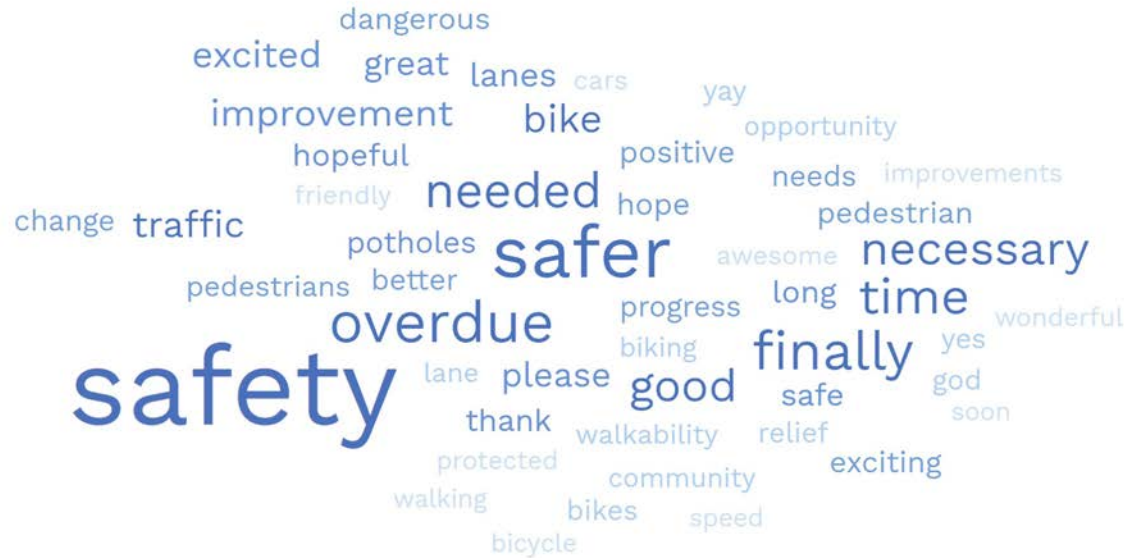
- Received 790 paper copy responses to community-led survey
- 95% of respondents said “yes” to the question “should Washington Avenue be changed”

Petitions

- 1,886 signatures on “Stop the Washington Avenue 2/3 Lane project!”
- 2,677 signatures “We Support a Safer Washington Avenue”
- ... probably more!

Community-led survey asked

What three (3) words come to mind when you hear "change being made on Washington Ave."?



Why should Washington Ave. be changed or Why Not?



Community-led survey asked

How would the changes on Washington Ave. affect your quality of life?





Engagement summary 2021

What we heard

- Emergency vehicles need access
- Side streets will have speeding
- Transit needs improvement
- Lighting needs improvement
- Employees need long term parking
- Parking spill over to side streets
- Flex posts will restrict trucks
- Flex posts will need maintenance
- Trucks unload in travel lane

How we responded

- Grant application for pre-emption
- Exploring speed cushions
- Grant application for concrete islands
- Citywide LED upgrades coming
- Exploring 8-hour spaces/paid lots
- RPP program available
- Business site visits for post placement
- Exploring concrete pills
- PPA enforcement of loading zones



Themes of What We Heard

1. Project Elements
2. Emergency Vehicle Access
3. Impacts on Neighborhoods
4. Business Operations
5. Traffic Safety



Theme: Project Elements

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1. Theme: Project Elements

What we heard

- Washington Avenue needs to be repaved. It's in poor condition now!

How we responded

- Agreed. The current paving condition on Washington Avenue does not meet City goals for acceptable roadway paving.



1. Theme: Project Elements

What we heard

- This project should include concrete mountable curb grass medians.

How we responded

- This could be possible, but medians would make this space less accessible to emergency vehicles along the corridor.
- The City is not pursuing this idea currently, because of the priority of emergency access and because it is not in the project paving scope.



1. Theme: Project Elements

What we heard

- This project should include dynamic speed feedback “speed minder” signs.

How we responded

- The team is currently looking at where it is possible to place these signs as part of this project.



1. Theme: Project Elements

What we heard

- This project should include lighting.

How we responded

- The City is upgrading all streetlight fixtures to brighter LED fixtures. This work is planned for Washington Avenue in the next 5 years.



1. Theme: Project Elements

What we heard

- This project should have additional funding from the federal Infrastructure Investment and Jobs Act (IIJA) infrastructure bill.

How we responded

- The City is currently waiting for information from federal and state governments about potential IIJA infrastructure funding, which is not yet available.
- The IIJA may be a viable funding source for a potential longer-term project on Washington Avenue.



1. Theme: Project Elements

What we heard

- This project should improve access to transit.

How we responded

- The City submitted a request for grant funding for concrete bus boarding islands, which would provide improved waiting space for transit riders.



Theme: Emergency Vehicle Access

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2. Theme: Emergency Vehicle Access

What we heard

- Emergency response vehicles need to travel fast on Washington Avenue.

How we responded

- The City has met with Fire Department to review the engineering plans. The Fire Department approved all options developed by the City.
- Because of this community input, the City is pursuing funding for signal preemption for emergency vehicles.



Theme: Impacts on Neighborhoods

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3. Theme: Impacts on Neighborhoods

What we heard

- There will be parking impacts on side streets from residents who park/store vehicles on Washington Avenue.

How we responded

- A potential solution is for residential blocks to opt into the Residential Parking Permit (RPP) program.
- A drawback is that residents would have to pay PPA rate (currently \$35/year).



3. Theme: Impacts on Neighborhoods

What we heard

- There will be speeding behaviors on parallel streets and perpendicular side streets.

How we responded

- Because of this community input, the City is currently evaluating the possibility of installing speed cushions on nearby streets when requested by the residents.
- In 2020 the City studied traffic patterns.
- It is unlikely that a lot of cars would leave Washington Avenue and concentrate on any one street. It is unlikely that any 'new' vehicles on side streets would speed due to the frequency of stop signs.



3. Theme: Impacts on Neighborhoods

What we heard

- This project will increase traffic on side streets.

How we responded

- It is possible that some drivers will choose to drive on parallel streets instead of Washington avenue.
- In response to community concerns, we studied these impacts and found with a new layout, there may be a few cars (between 90 – 45 vehicles) diverting from Washington to side streets at rush hour, depending on the layout.



3. Theme: Impacts on Neighborhoods

What we heard

- Bike lanes should be placed on smaller streets instead of Washington Avenue, where there are fewer people driving and fewer delivery trucks.

How we responded

- On a street like Washington Avenue, which serves both traffic moving through, residents in neighborhoods, and businesses, having a bike lane is a way to serve people biking as well as make the street safer for everyone.



Theme: Business Operations

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4. Theme: Business Operations

What we heard

- This plan has to work for businesses, especially those loading larger vehicles frequently.

How we responded

- In response to this community input, in 2022 the City has held additional meetings, including 16 in-person meetings with businesses.
- The City is adjusting the proposals for parking and loading based on these conversations. These adjustments include changing the location of flex posts and changing the proposed regulations (either parking vs. loading or the time limits).



4. Theme: Business Operations

What we heard

- Businesses need more parking/loading zones than are shown in the proposed plan.

How we responded

- The City is actively in conversation with businesses about the block-by-block parking and loading regulations proposed.
- The City will continue to make adjustments as possible in response to these conversations.



4. Theme: Business Operations

What we heard

- Employees need to park all day without 2- or 4-hour time restrictions.

How we responded

- The City understands that some businesses rely on “on-street parking” for employees during their shift on Washington Avenue.
- Potential solutions: add 8-hour spaces; employees/employers pay for parking lot spaces; park on the side streets like today.



4. Theme: Business Operations

What we heard

- I would frequent businesses on Washington Avenue more frequently if I felt safe walking along or across the street.

How we responded

- The City has reviewed case studies of similar commercial corridors and found that a calmer and safer street environment may lead to increased customer frequency and/or increased spending.
- However, the comparison between those studies and Washington Avenue is unclear.



4. Theme: Business Operations

What we heard

- I would not frequent businesses on Washington Avenue if I cannot park easily.

How we responded

- The City cannot make it so that everyone can get parking when and where they want
- We can create new loading zones during times businesses need them
- We can create time limits for how long people park = increased turn over
- We can make it safer for people to visit businesses by walking, taking transit, or driving



Theme: Traffic Safety

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5. Theme: Traffic Safety

What we heard

- People should be required to have a license when they ride a bike, just like is required for driving a car.

How we responded

- City or State law does not require people riding bicycles to purchase insurance or to be licensed.



5. Theme: Traffic Safety

What we heard

- There isn't a traffic safety problem on Washington Avenue. Leave the roadway exactly the way it is today.

How we responded

- In response to continued community discussion about crashes on Washington Avenue, the City undertook additional crash analysis in 2022.
- We found there is a demonstrated traffic safety problem on Washington Avenue.



5. Theme: Traffic Safety

What we heard

- People run red lights on Washington. That's unsafe.

How we responded

- In response to this request, the City is requesting study of automated red light cameras from the PPA.
- Where installed, these cameras send vehicle owners a ticket in the mail, like a parking ticket.
- Automated cameras have been shown to reduce crashes related to red light running.



5. Theme: Traffic Safety

What we heard

- People should not be allowed to ride bikes on Washington Avenue because it isn't safe.

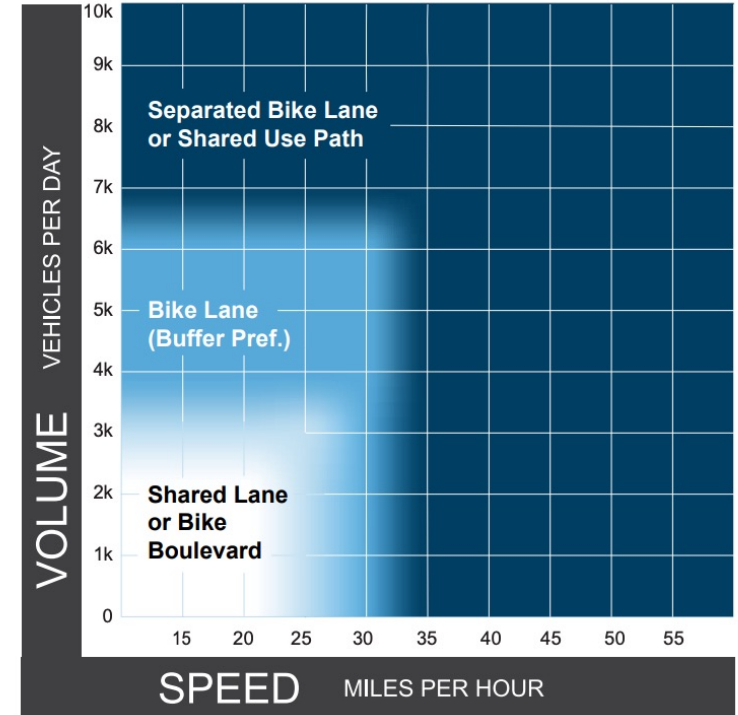
How we responded

- Currently, there are bike lanes running east and west on Washington Avenue.
- These existing bike lanes have a non-protected design where people riding bikes ride right next to moving traffic.
- The improvements proposed are designated by the Federal Highway Administration as “proven safety countermeasures”

5. Theme: Traffic Safety

Federal guidance on bike lane Volumes vs. Speed

Figure 9: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts





5. Theme: Traffic Safety

What we heard

- Children and families walk across Washington Avenue today and are exposed to dangerous conditions. It should be made safer.

How we responded

- The City agrees that Washington Avenue should be made safer for people walking.
- All the options that the City proposes pull the parking lane away from the curb, which would reduce the distance people walking across Washington are exposed to moving vehicles to between 40' and 33'.



Evaluating Options

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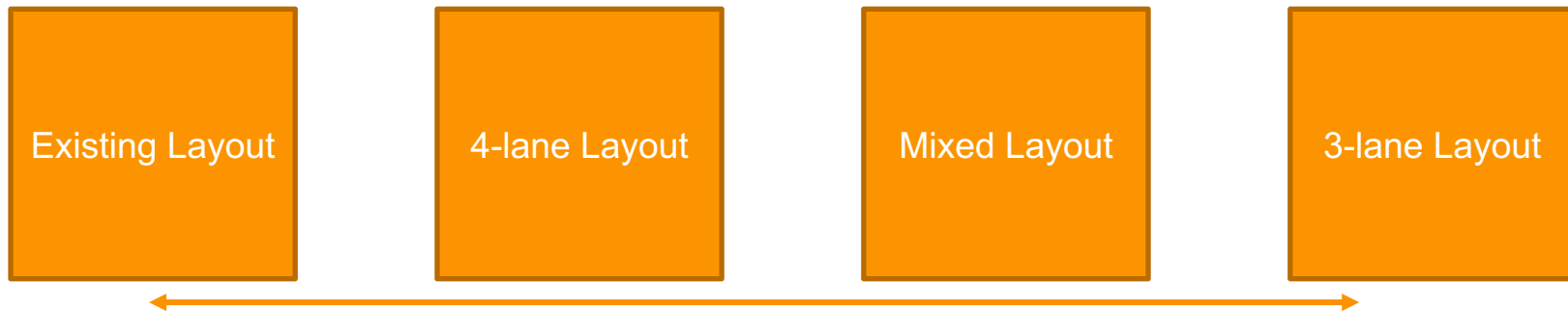


What we've been up to

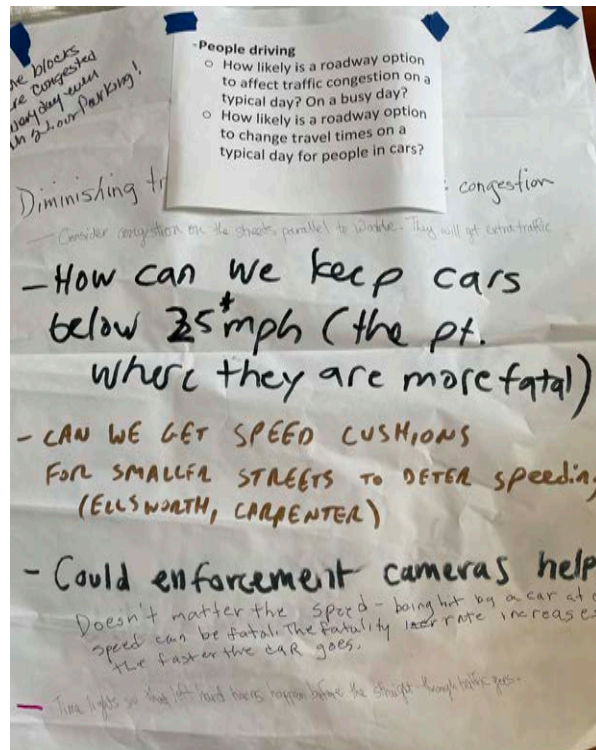
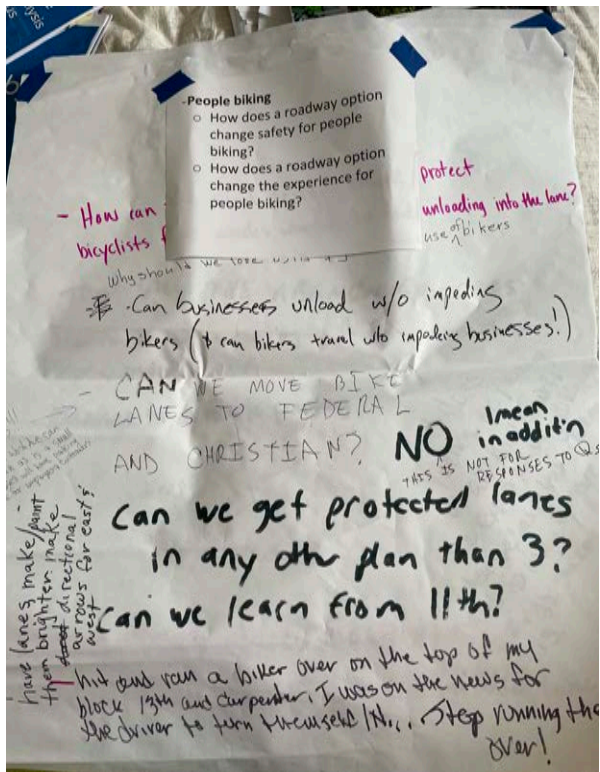
- Additional crash analysis - updated years (2015-2020), more detailed look at crash risk factors
- Reviewed new traffic volumes from Dec. 2021 DVRPC
- Re-tested the reliability of our model
- Two additional engineering reviews
- Ranked options
- This process narrowed the field



Options Evaluated

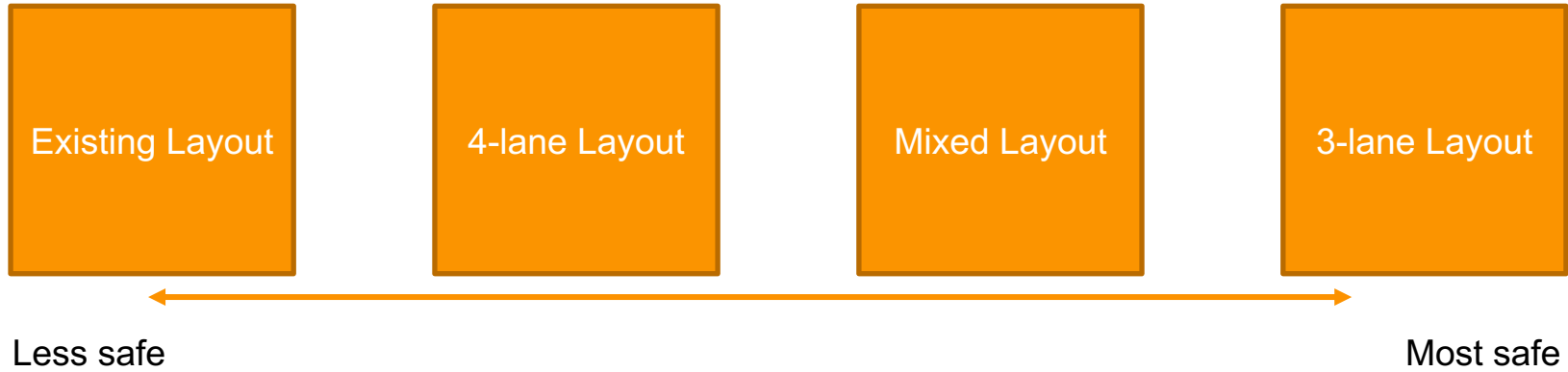


Options Evaluated



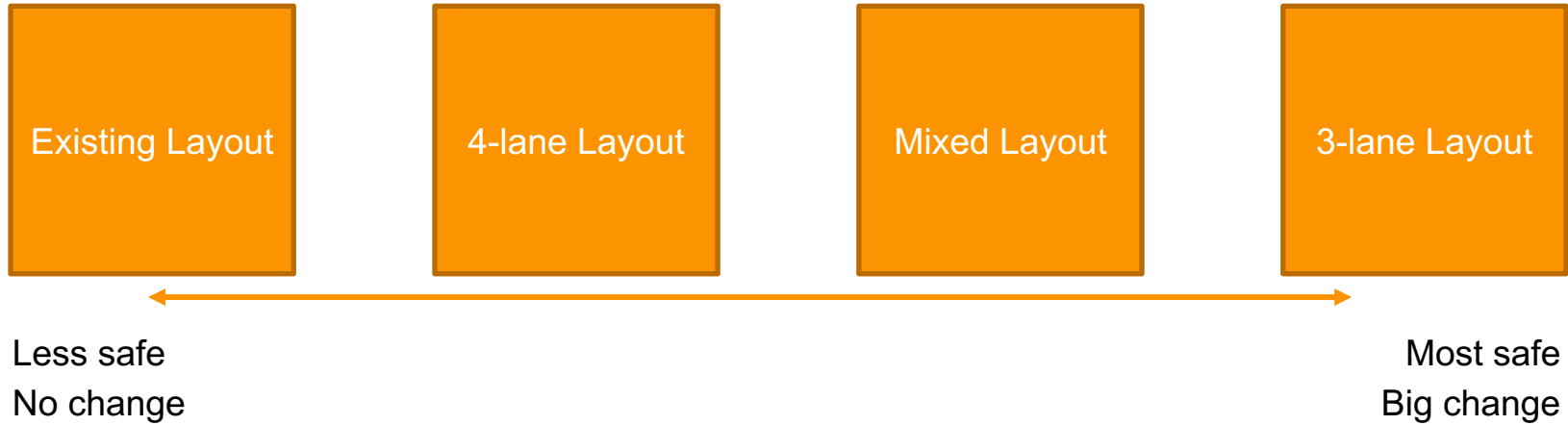


Options Evaluated



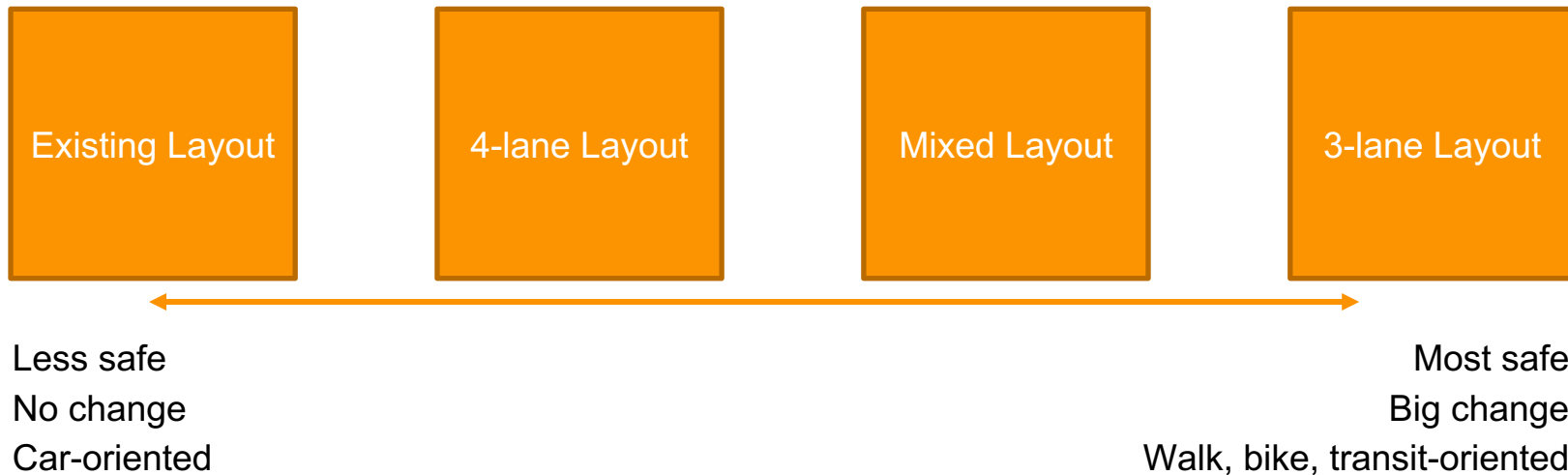


Options Evaluated



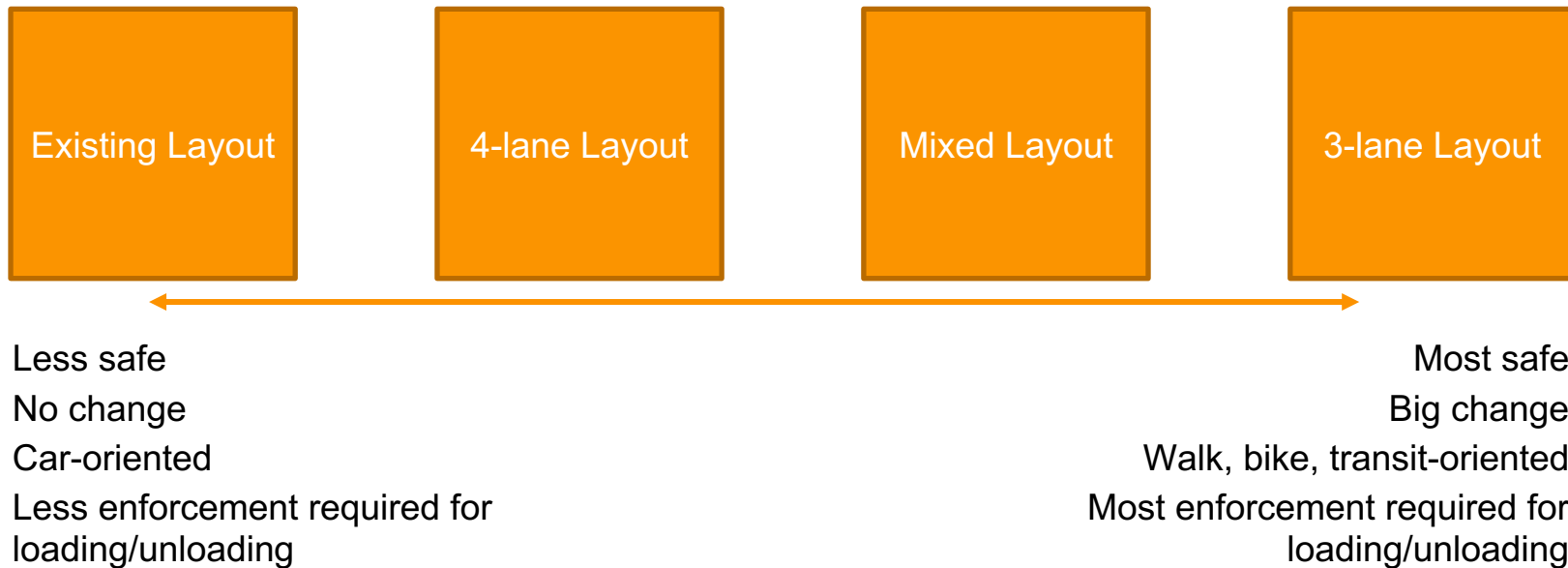


Options Evaluated

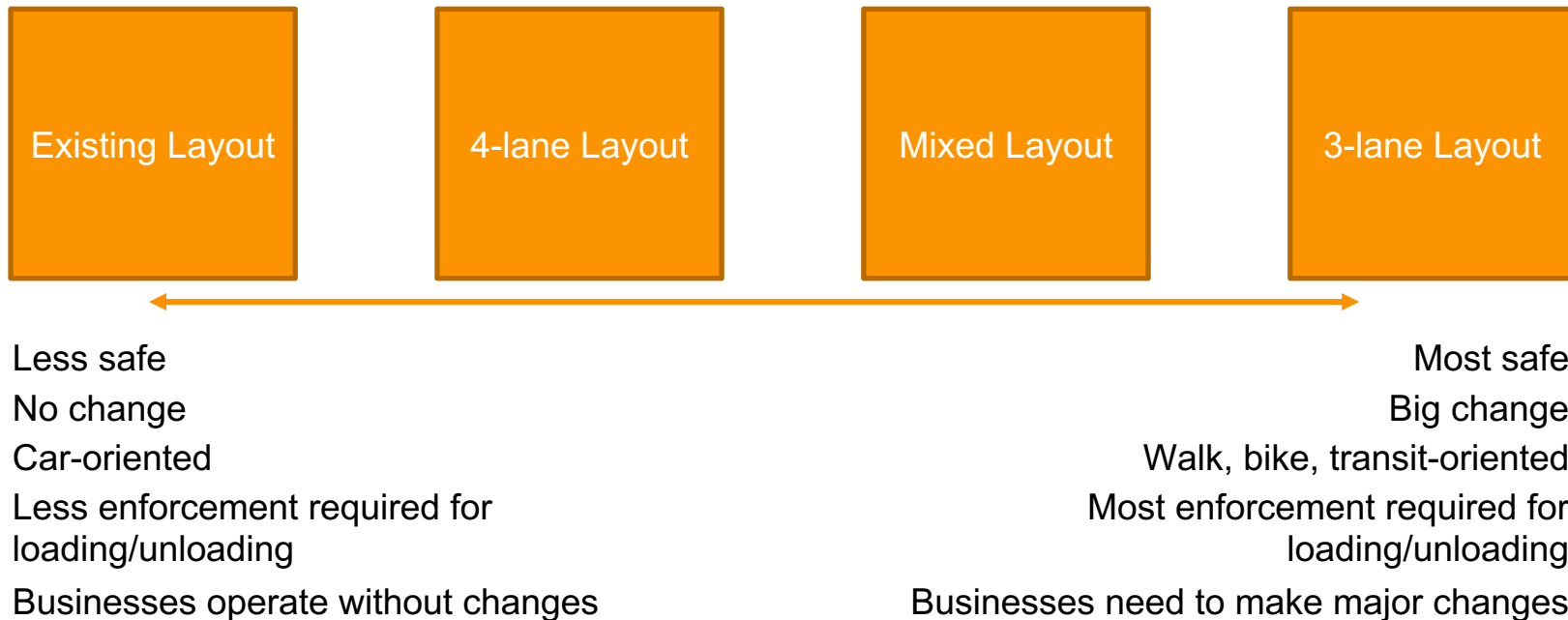




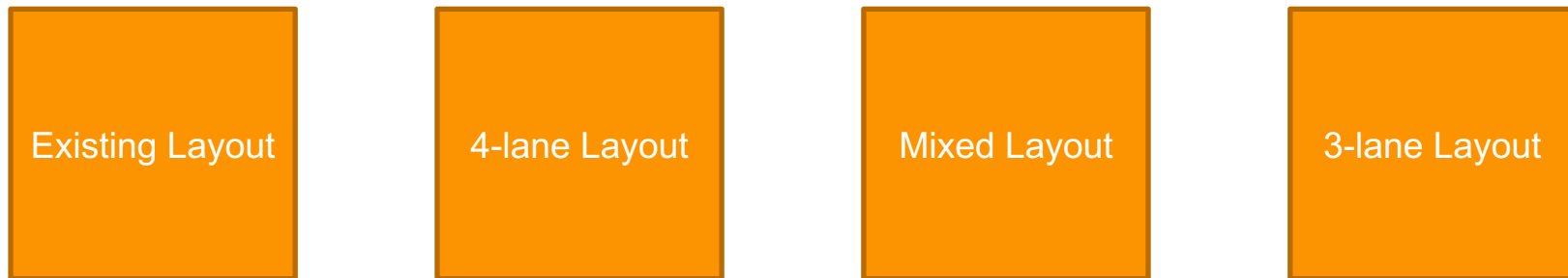
Options Evaluated



Options Evaluated



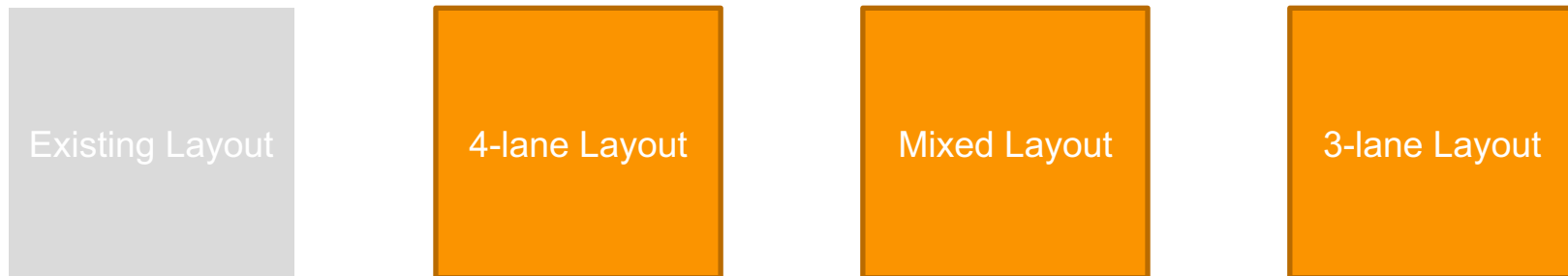
Options Evaluated



Less safe
No change
Car-oriented
Less enforcement required for loading/unloading
Businesses operate without changes
Drivers can expect easy, fast travel nearly all the time

Most safe
Big change
Walk, bike, transit-oriented
Most enforcement required for loading/unloading
Businesses need to make major changes
Drivers can expect to drive slightly slower; at rush hour, drivers experience a few seconds delay each block

Options Evaluated



Less safe

No change

Car-oriented

Less enforcement required for
loading/unloading

Businesses operate without changes

Drivers can expect easy, fast travel
nearly all the time

Most safe

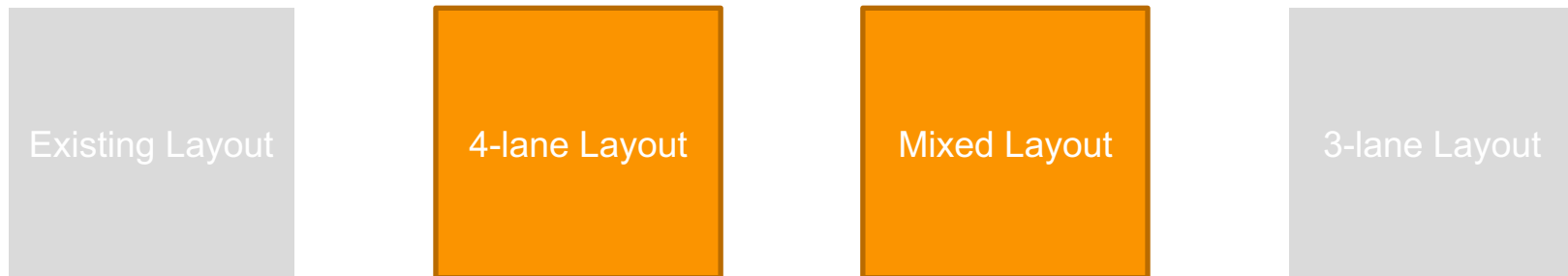
Big change

Walk, bike, transit-oriented

Most enforcement required for
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Options Evaluated



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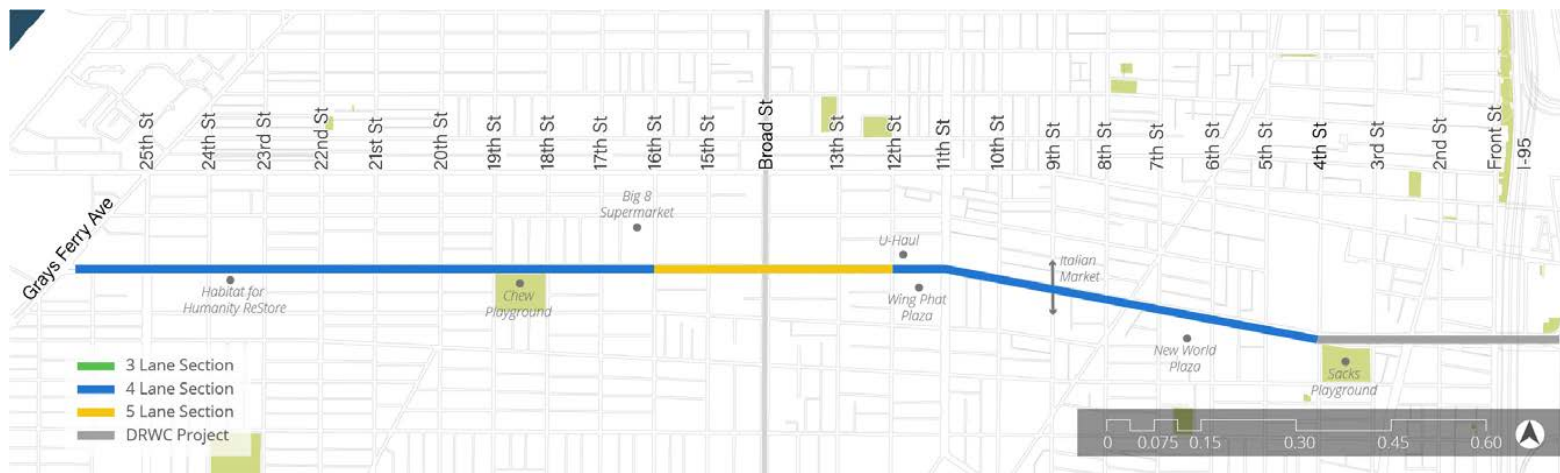
Options Evaluated

Existing Layout

4-lane Layout

Mixed Layout

3-lane Layout



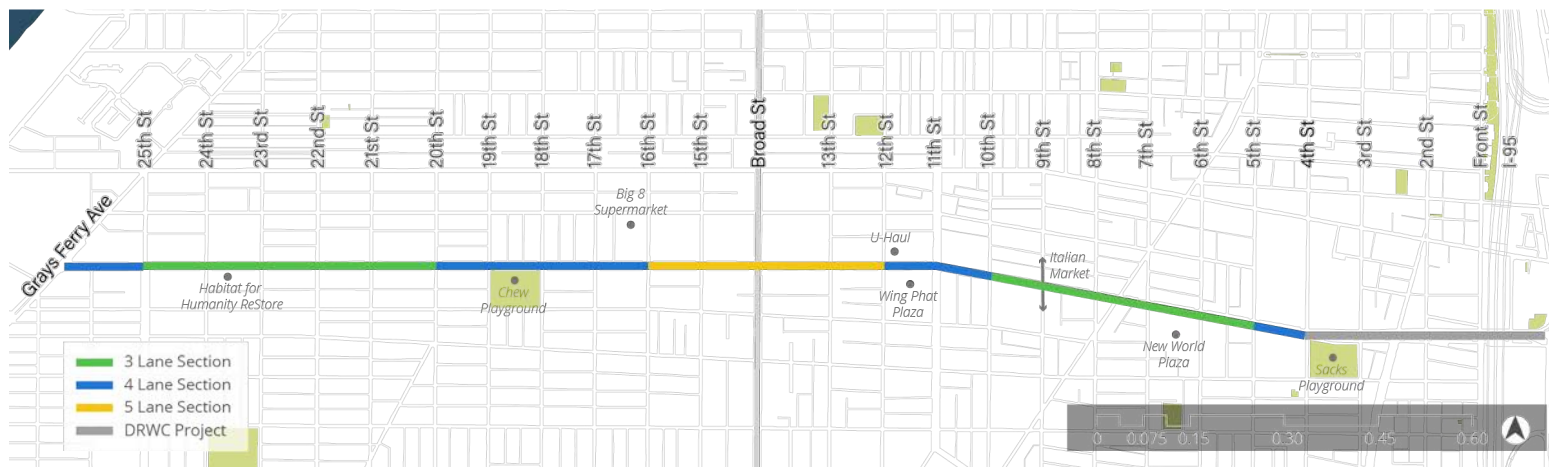
Options Evaluated

Existing Layout

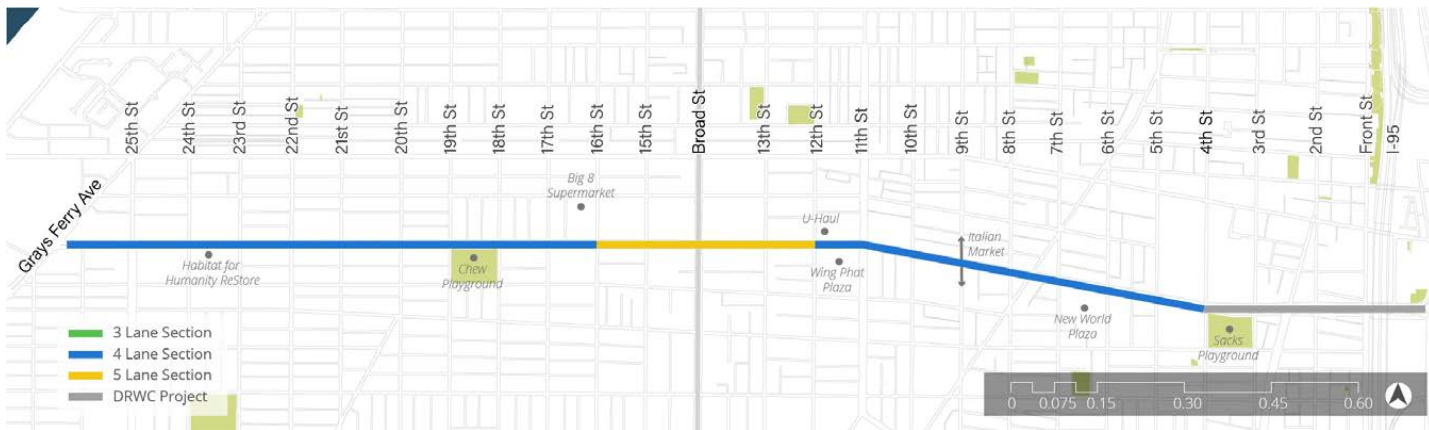
4-lane Layout

Mixed Layout

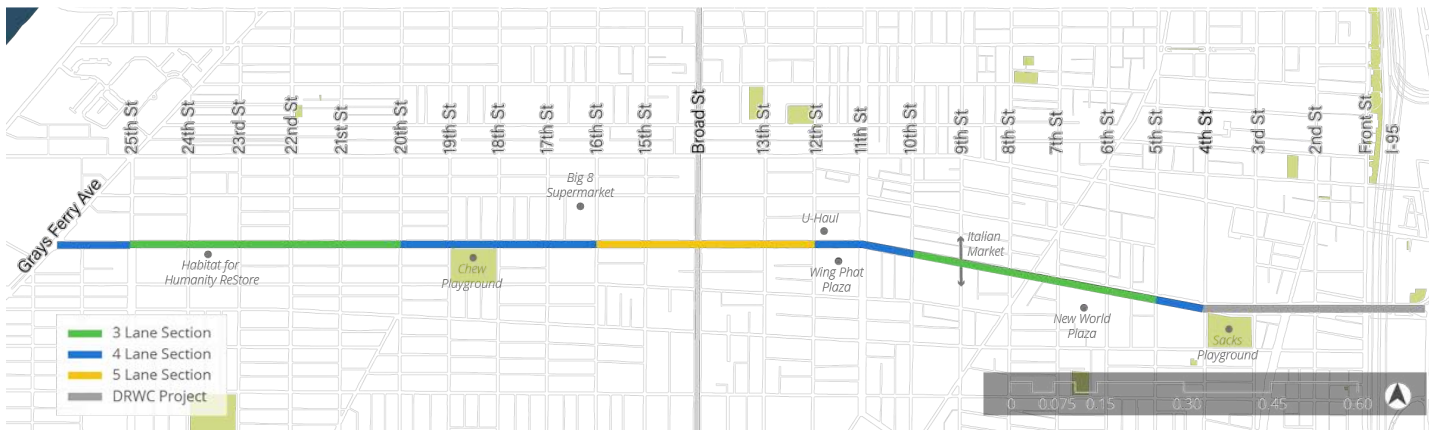
3-lane Layout



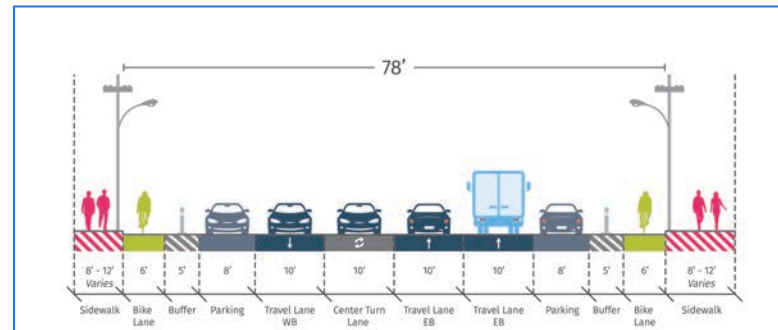
4-lane Layout



Mixed Layout



Why choose 4 lane

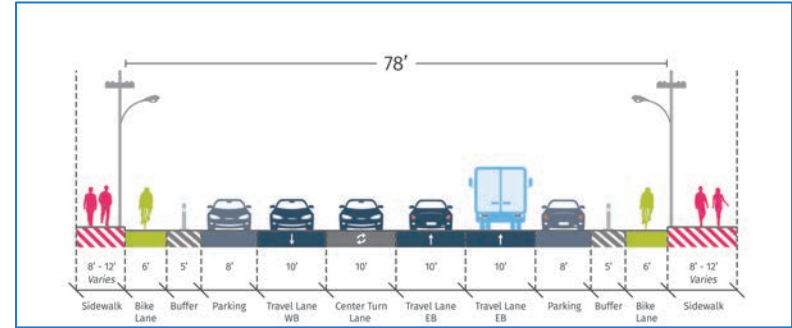


Why choose 4 lane

Arguments “for”

- Intersections on Washington Ave. continue to operate at an acceptable level even without a reduction in vehicles
- Provides significant safety benefits compared to today’s conditions
- Reduces effective pedestrian crossing distance to 40’*
- Does not rely as much on increased enforcement for parking and loading zones
- Provides protected bike lanes along 16 blocks (same as Mixed Option)
- Bus may block travel lane only in one direction
- Closer to familiar*

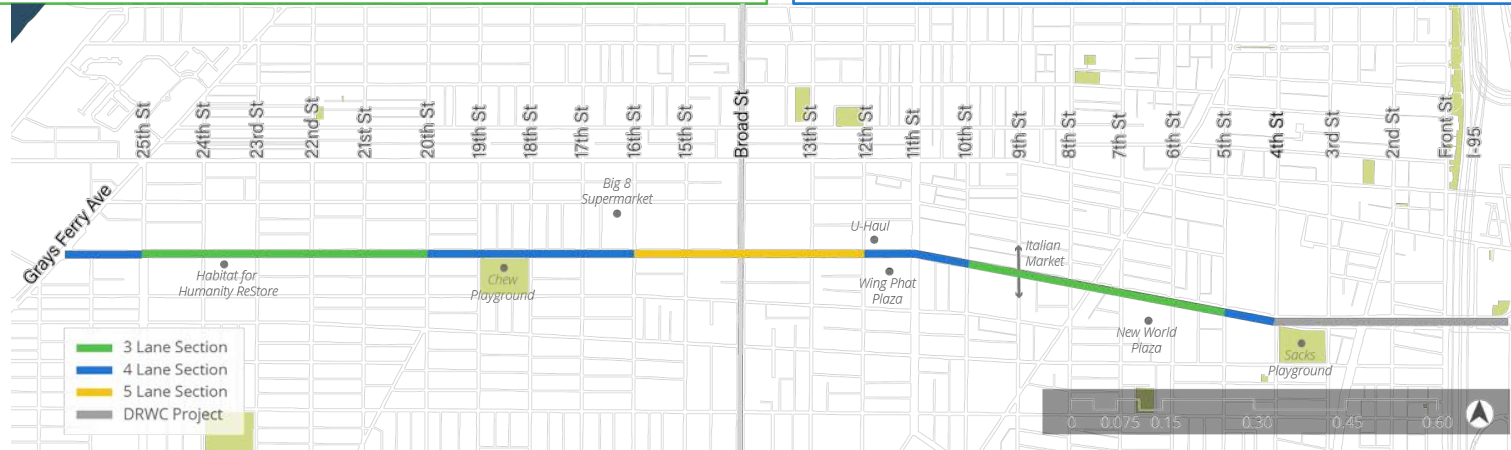
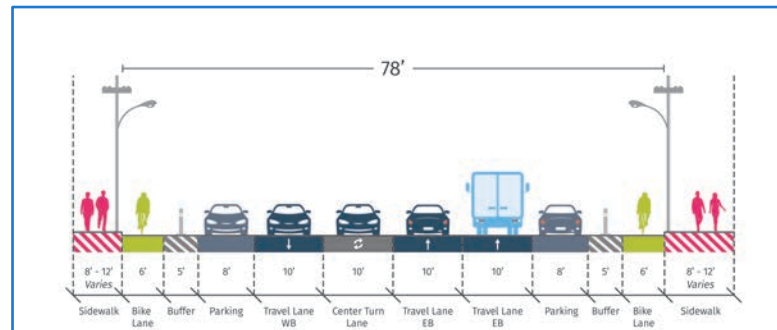
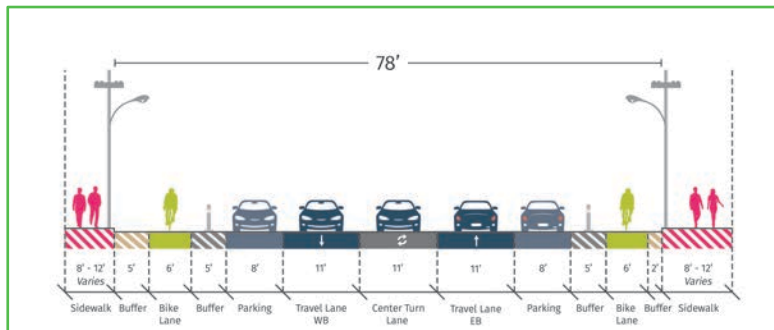
* We acknowledge this may be an argument “for” or “against” depending on an individual’s point of view.



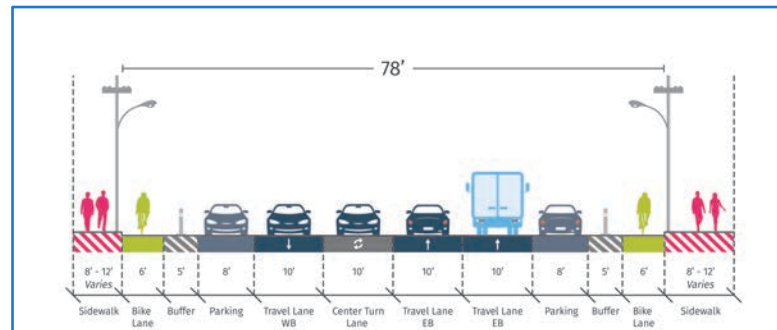
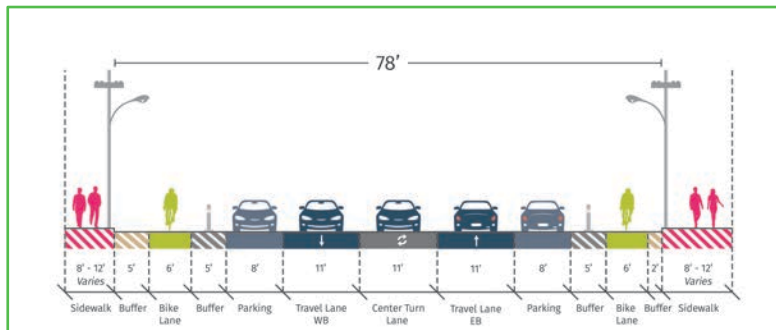
Arguments “against”

- Does not maximize reduction in weaving behaviors
- Could lead to increased speeding
- Only provides safe “floating bus stops” in 13 places
- Has bike-bus mixing zones in 26 places
- Not enough of change from existing*

Why choose Mixed Layout



Why choose Mixed Layout



Arguments “for”

- Safer than the 4-lane option
- Achieves some of the benefits of the 3-lane layout and 4-lane layout
- Assumes minimal (5%) of vehicles use different streets or take transit/walk/bike at rush hour
- Provides safe “floating bus stops” up to 24 locations
- Reduces effective pedestrian crossing distance 33' to 40'
- More consistent with majority of community input


Arguments “against”

- Two (2) more shifts in layout between blocks than 4-lane
- Businesses must make more adjustments than with 4-lane layout



What is next?

- The City is continuing to refine the mixed-lane and 4-lane options
- Need to keep in mind the flow of the corridor – how will the street work together as one?
- Need to consider business operations, safety, corridor consistency/traffic pattern
- Need to look at each block – what is best for this block?
- Neither 4-lane or Mixed option is perfect, but both are significant improvements from today's condition
- City will have open house March 1, 2022
- The street will be repaved this year.



Please join us at the boards around the room to add your feedback about these evaluations.