



# Washington Avenue Repaving & Improvement Project

July 8, 2022

OFFICE OF   
**TRANSPORTATION,  
INFRASTRUCTURE  
& SUSTAINABILITY**

*Updated: 7/8/2022*



# Community Engagement History





## Community Engagement

Since 2013, the City has engaged residents, business owners, and travelers along Washington Avenue, all who have various perspectives, desires, and needs for the future of the corridor.

Throughout the engagement process, we reached over 12,000 people through 67 public meetings, two surveys, 4 online videos, as well as conversations via phone, text, mail, email, and social media amounting to the **largest engagement process for any street improvement process to date.**

# Engagement Summary

**2013**  
Community  
discussions

**2016-2019**  
Traffic &  
parking/loading  
analysis

**2021**  
City meets  
in-person with  
neighbors &  
businesses

Open door  
working group

**2015**  
City pauses  
discussions  
to work on  
additional  
analysis

**2020**  
City initiates community  
discussions in-person  
&  
adapts to COVID  
stay-at-home orders with  
online survey and postcards

City announces proposed  
plan

**2022**  
City  
announces  
changes to  
design



# What happened BEFORE 2020?

## Public Input

- Public meetings and input (2013 – 2015) determine the 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

- Updated 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 materials 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 2021 – February 2022)



# 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!






**We don't always get this right and we are steadfast in our continued commitment to improving our engagement processes to meet the needs of every Philadelphian throughout our city.**



# Mixed Lane Layout





**In early 2022, responding to what we heard during the in-person community working group process, the City announced that Washington Avenue will be repaved using the mixed-lane layout option in order to reduce potential traffic diversion on to neighborhood streets.**



# OTIS' Adjustments to Mixed Lane

## What we heard

- Pedestrian safety on 4 lane blocks
- 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

- Additional traffic calming elements
- Grant application for pre-emption
- Exploring speed cushions
- Grant application for concrete bus islands
- Citywide LED upgrades coming
- Exploring 8-hour spaces
- RPP program available
- Corner wedges in addition to flex posts
- Exploring concrete pills
- PPA enforcement of loading zones



# Parking and Loading Regulations

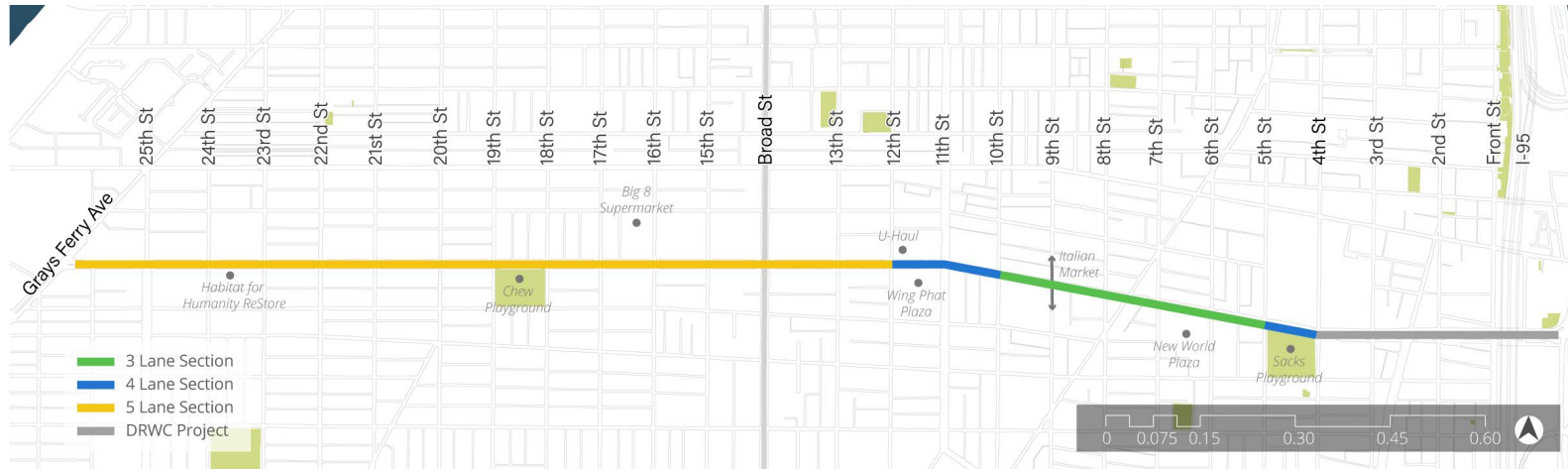


# Parking and Loading Regulations

- In March 2022, the proposed legislation for parking and loading were provided to council offices.
- We thank Councilmember Squilla for the introduction of parking and loading legislation within the first council district.
- We are disappointed that Councilmember Johnson did not introduce the necessary legislation to support the layout changes and traffic calming improvements for the second district.

# Implementation

Without the necessary legislation passing for the full corridor, the project will now be implemented from **4th to 11th Streets** and include **limited improvements with pavement markings stretching to 16th Street**.





# Implementation

The following are the traffic safety improvement that will be implemented from 4th Street to 11th Street on Washington Avenue:

- Road diet with shorter pedestrian crossings
- Protected bike lane
- Speed cushions and speed slots
- Soft rumble strips and corner turn wedges
- Hardened centerlines at select locations
- Automated red-light cameras are under study
- Bus boarding islands
- PPA enforcement of new expanded loading and parking zones





# Looking Forward



## Next Steps

- Repaving will begin on Washington Avenue in August 2022.
- Construction notification via RCO networks, email channels, no parking signs, automated calls, and more
- Residents and businesses can also stay up to date on the progress of their street using the PavePHL tool on the [StreetSmartPHL.phila.gov](https://StreetSmartPHL.phila.gov) platform. For more information on the City's Paving Program, visit [phila.gov/paving](https://phila.gov/paving).
- After initial repaving, the City will explore the possibility of implementing other safety improvements on the West side in the future.