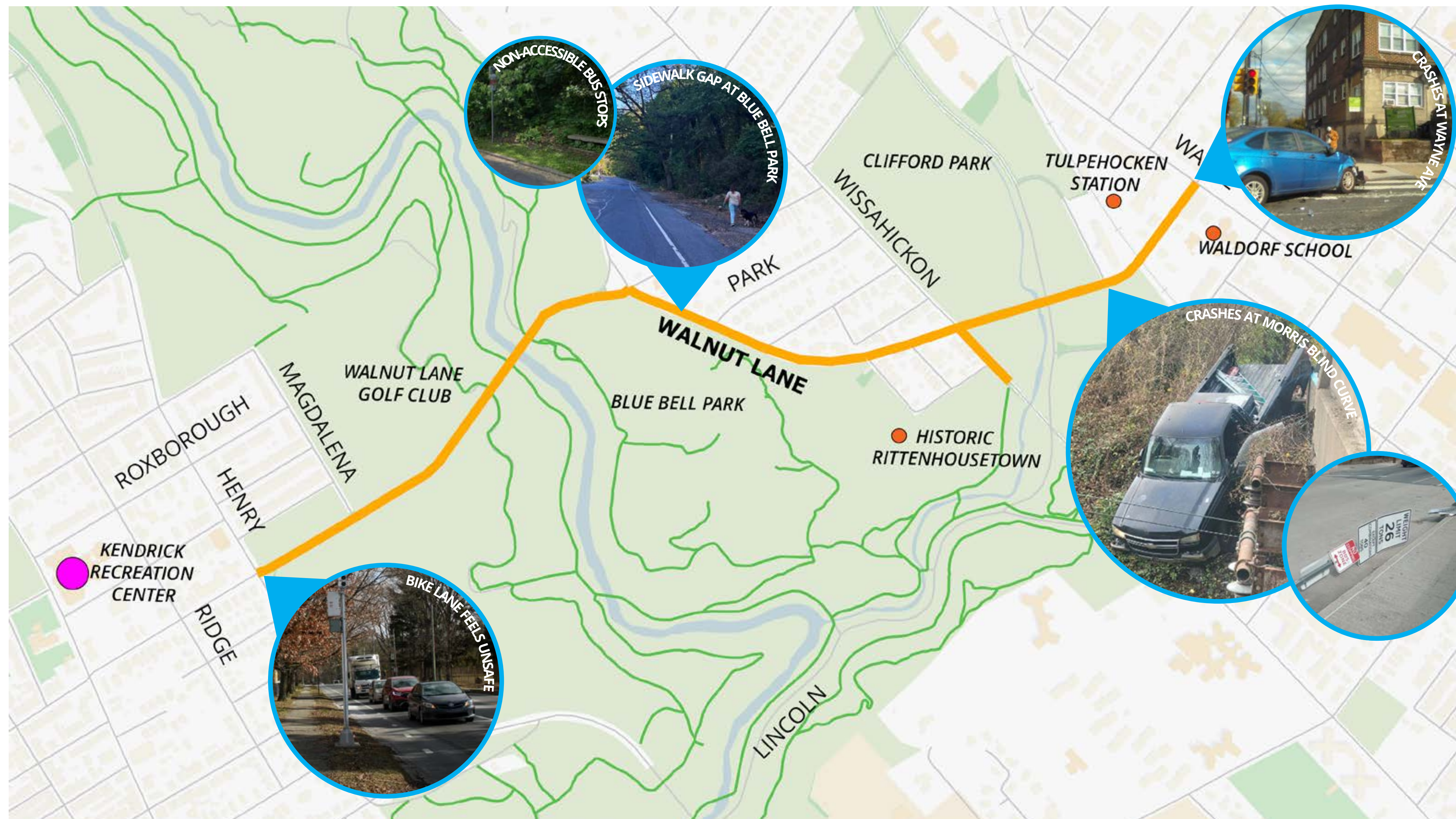


1) About the Project



PROJECT TIMELINE

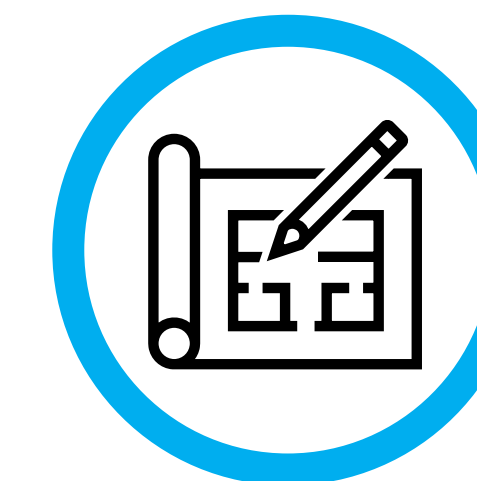


Fall-Winter 2024: Meet with stakeholders. Ask community members: what are the traffic safety concerns? What do you think of different design tools?

WE ARE HERE



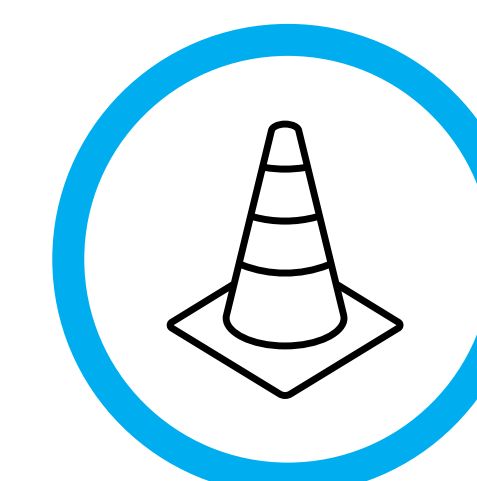
Spring/Summer 2025: Share the draft concept design for community feedback through in-person meetings & an online survey.



Summer/Fall 2025: Refine the draft concept design based off of community feedback, meet with technical partners for feedback.



Fall/Winter 2025: Share final draft concept design with the community for final comments.



2026+: Develop engineering plans to prepare for construction. Start date to be determined, requires external grant funding.

WHY WALNUT LANE?

History of crashes at Morris Street and at Wayne Ave

Community requesting safer bike lanes. Walnut Lane is on the High-Quality Bike Network (HQBN)

Transit connections: Route 65 (planned high frequency), some bus stops are not accessible. Regional Rail connections

Connection to trail network at Henry Ave and Wissahickon, as well as local parks and schools

PROJECT GOALS

Calm traffic and reduce reckless driving

Improve safety for people walking and biking

Improve access for bus riders

Improve connections to parks and trails

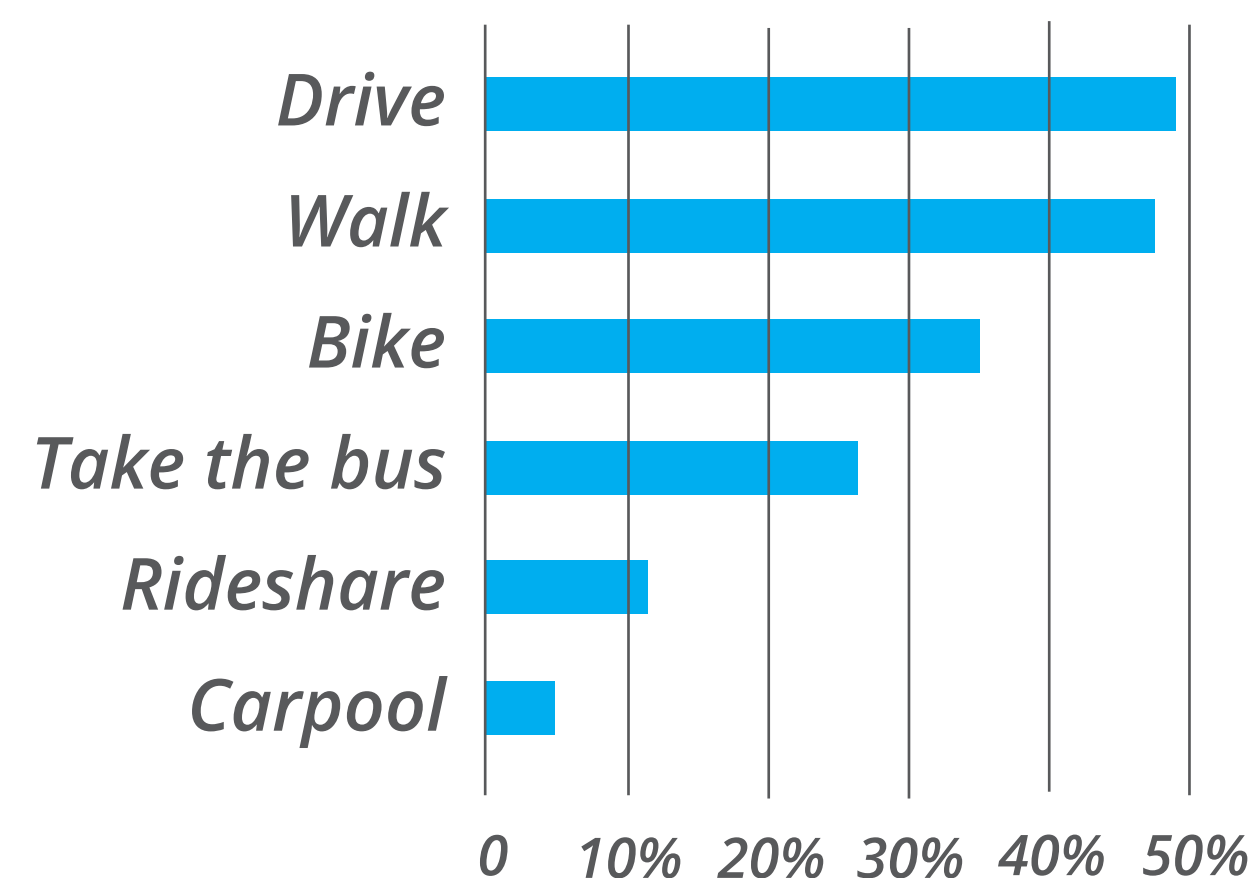


2) What We've Heard

WHO DID WE HEAR FROM?

485
People took
the survey

How do survey takers
travel on Walnut Lane &
Wissahickon Avenue?

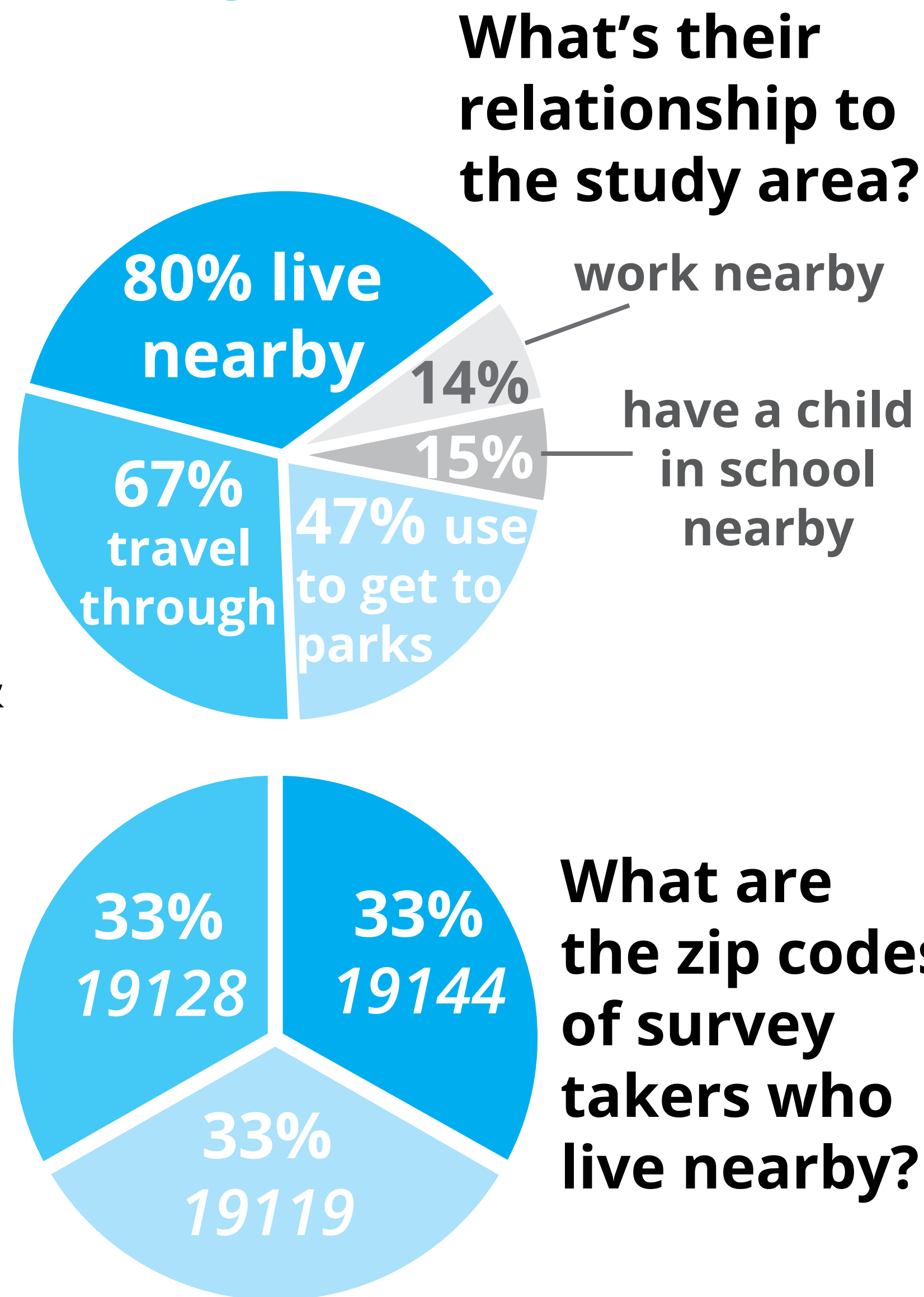


HOW DID WE REACH PEOPLE?

Mailing to all residents within 1/4 mile. Door-to-door canvassing.

RCO & Stakeholder meetings:

- Four Freedoms Tenant Council Meeting Presentation & Walk Audit
- Friends of the Wissahickon Annual Projects Meetings
- Lingelbach Elementary & Waldorf School
- Germantown United CDC
- Blue Bell Civic
- First Tee Golf



COMMENT HIGHLIGHTS

Driving & Transit Concerns

More clear signage or signals for the circle so people know who has right of way when entering or leaving circle.

No shelter for seniors waiting for 65 bus both directions.

I fear to cross each time while driving as many speed down Walnut Avenue to beat the light.

Along with preventatives I would like enforcement, cameras, etc.

Walking & Biking Concerns

It was a white-knuckle ride that I would be hesitant to let my children do

There needs to be physical barrier put up that makes it impossible for irresponsible distracted reckless drivers, from hitting pedestrians and cyclists.

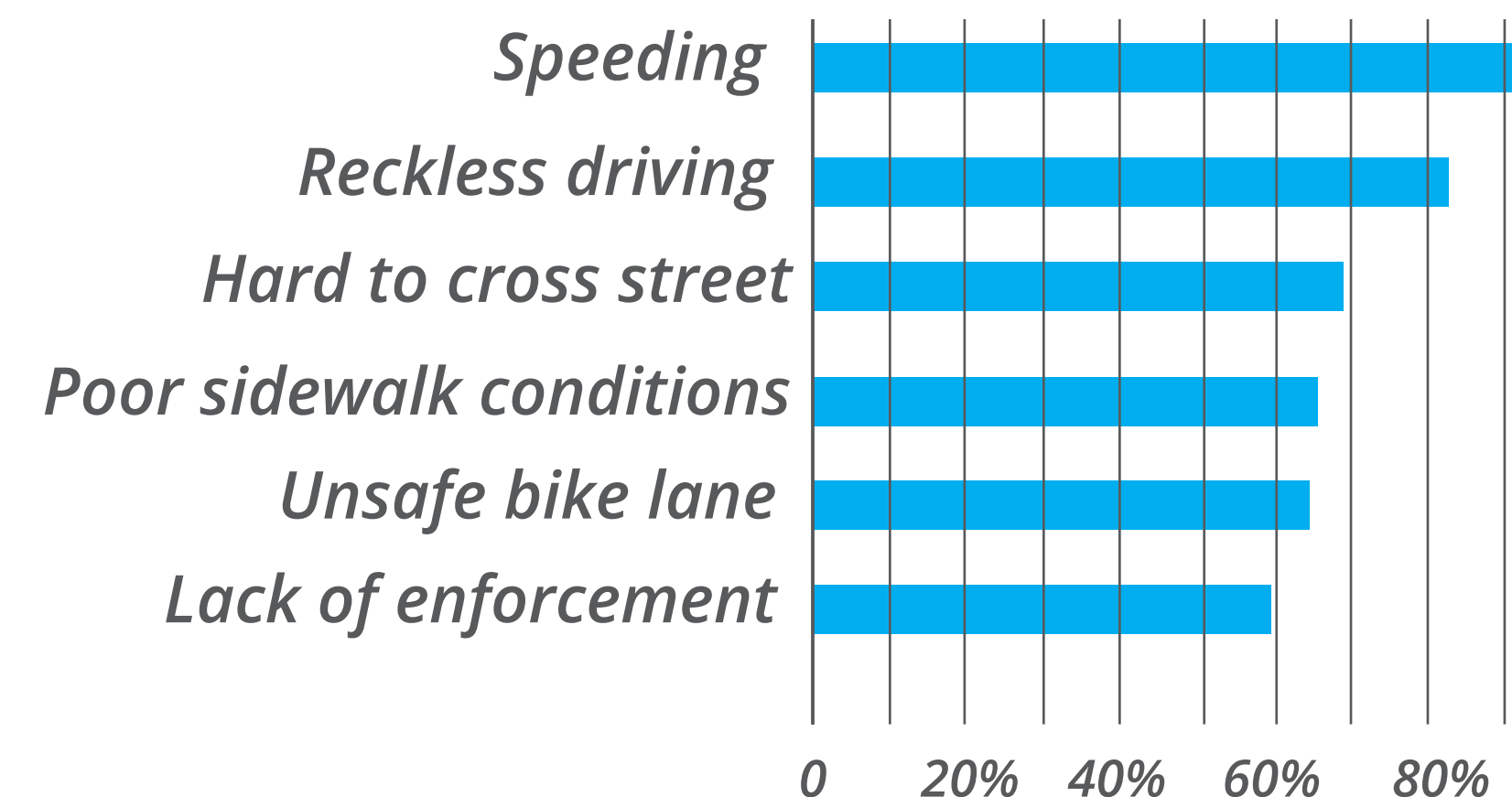
I wish bikers would follow the laws/rules and be more respectful towards pedestrians and also the traffic rules for automobiles.

This is much needed! Bike and pedestrian infrastructure is poorly connected on walnut ln

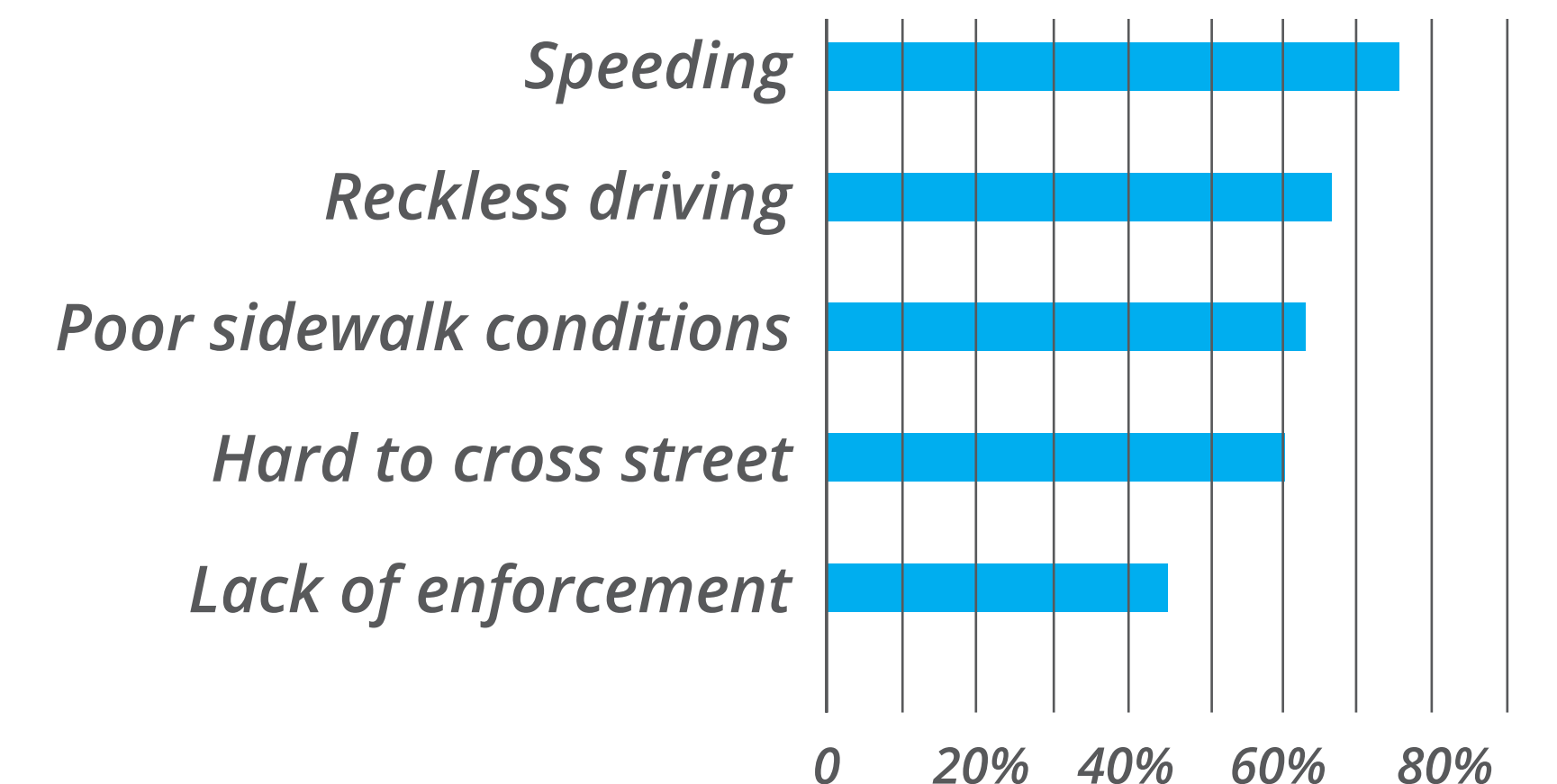
I am concerned for pedestrians and cyclists even though I personally not do those things in this area.

BIGGEST CHALLENGES

Walnut Lane



Wissahickon Avenue



3) Design Toolbox: Survey Ratings

Centerline Hardening



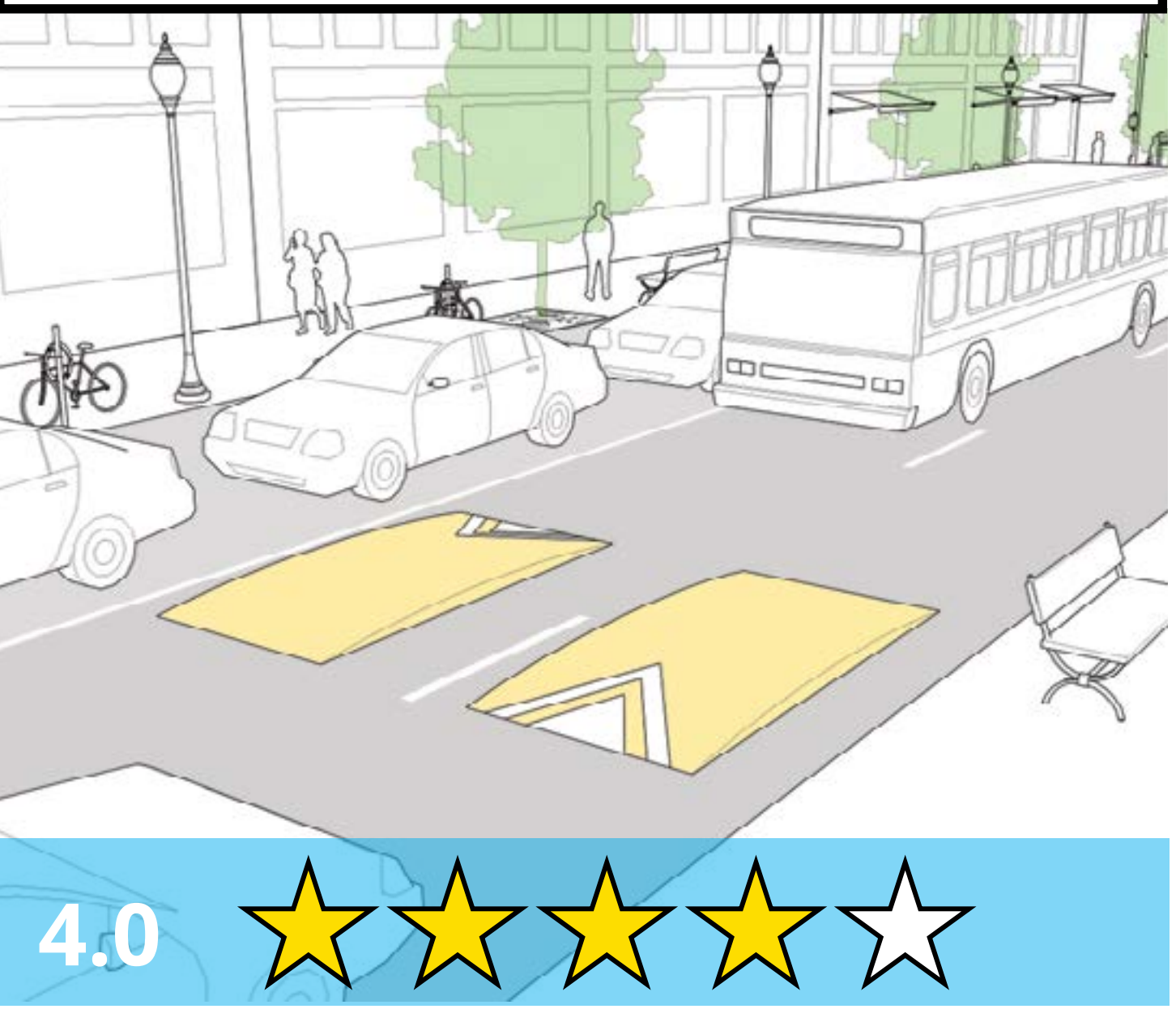
Two-way Separated Bikeway



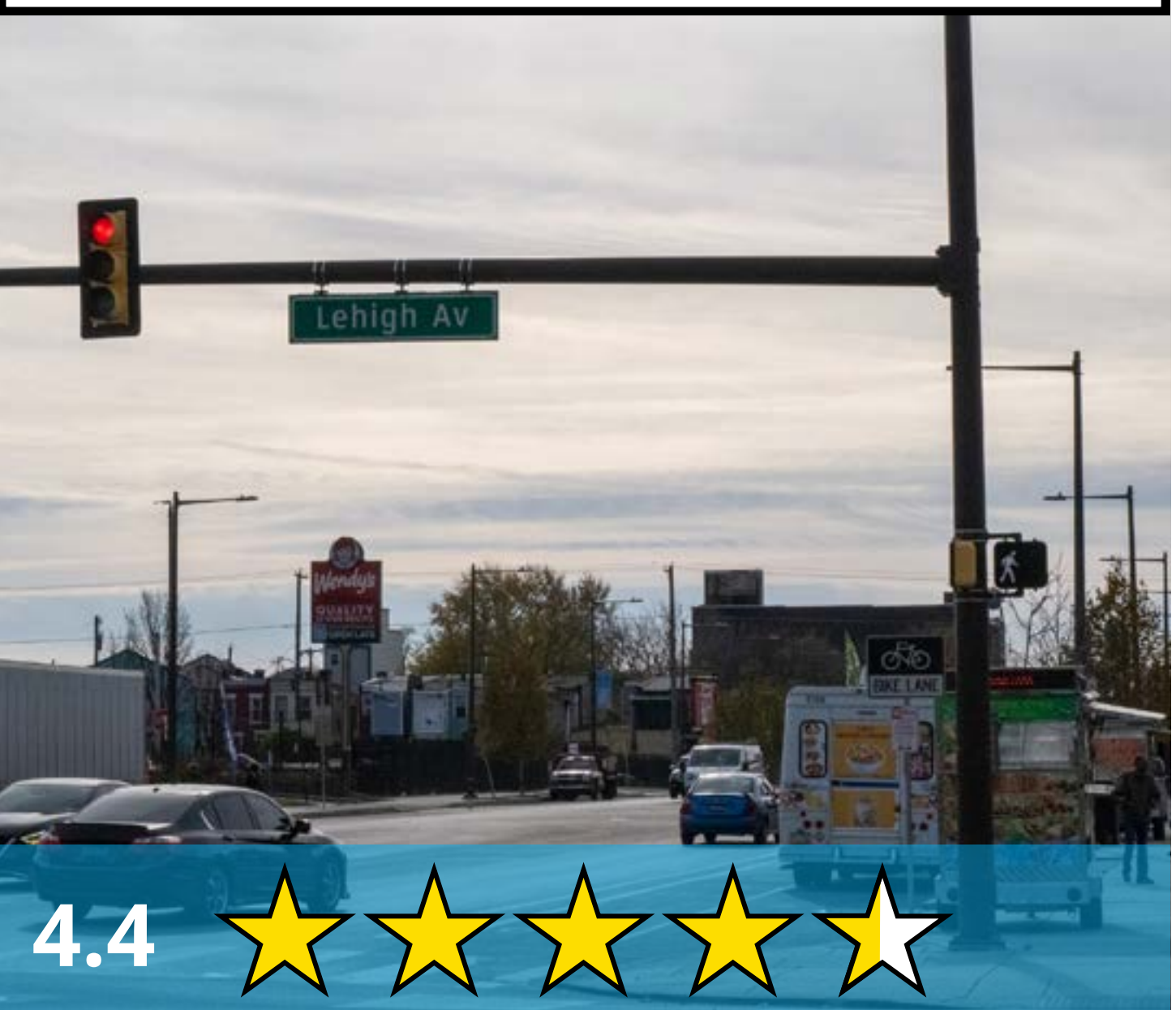
Sidepath



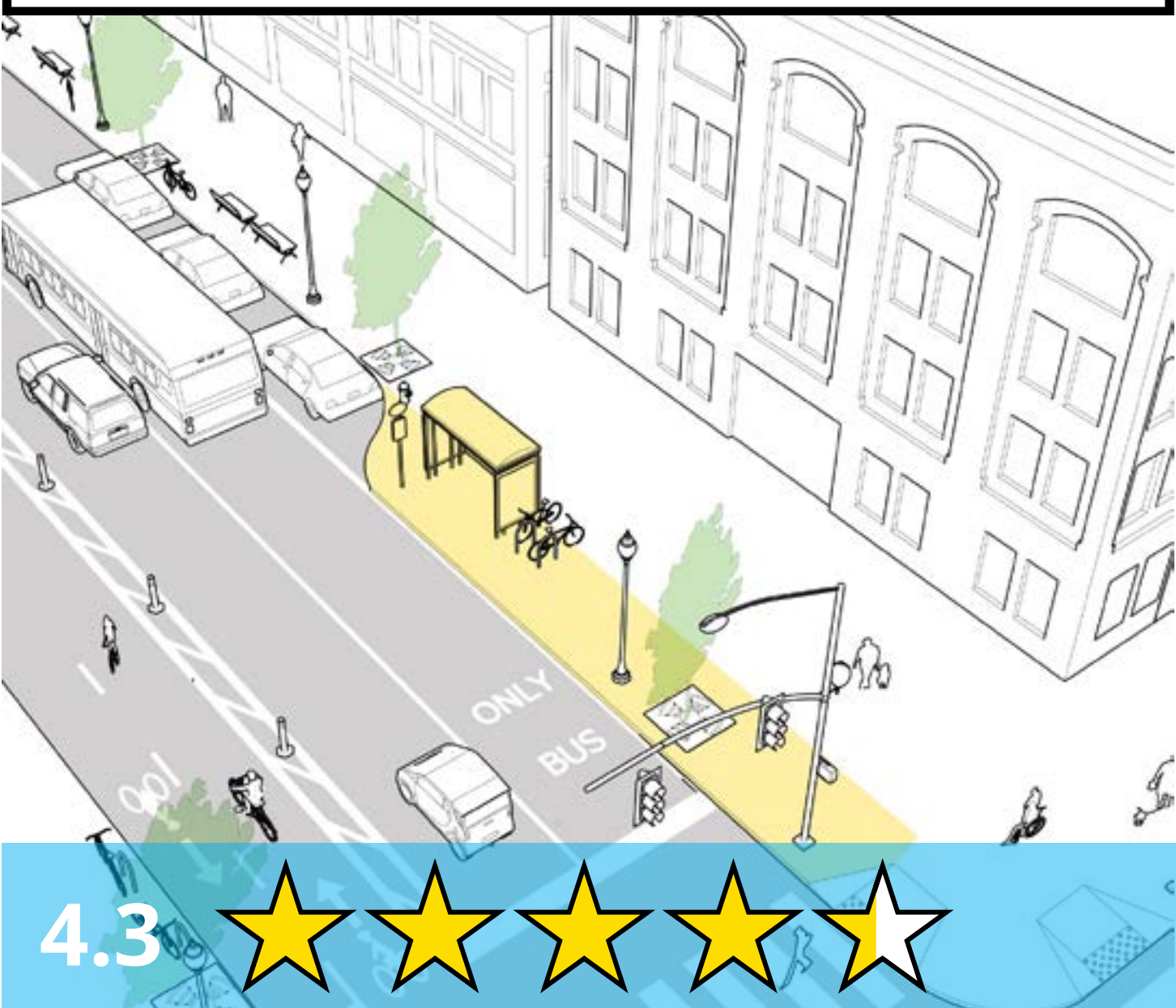
Speed Slots



Signal Improvements



Bus Stop Improvements

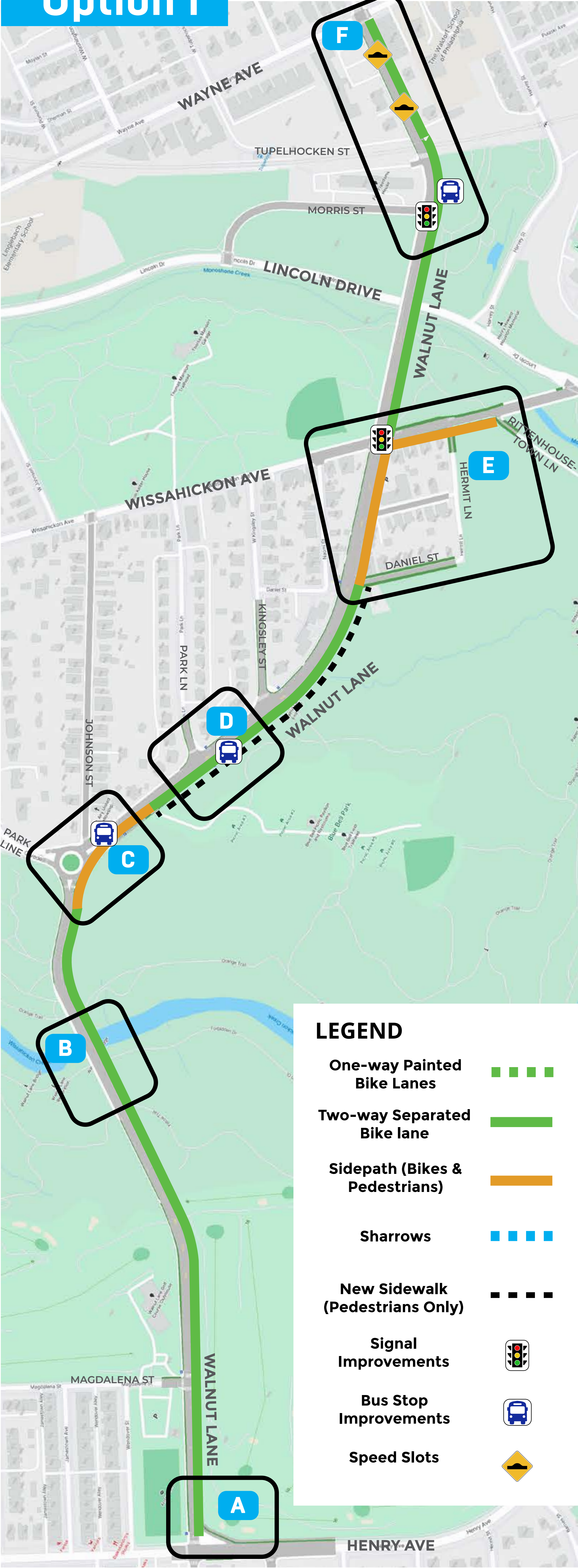


Close Sidewalk Gaps



4) Draft Concept Design Key

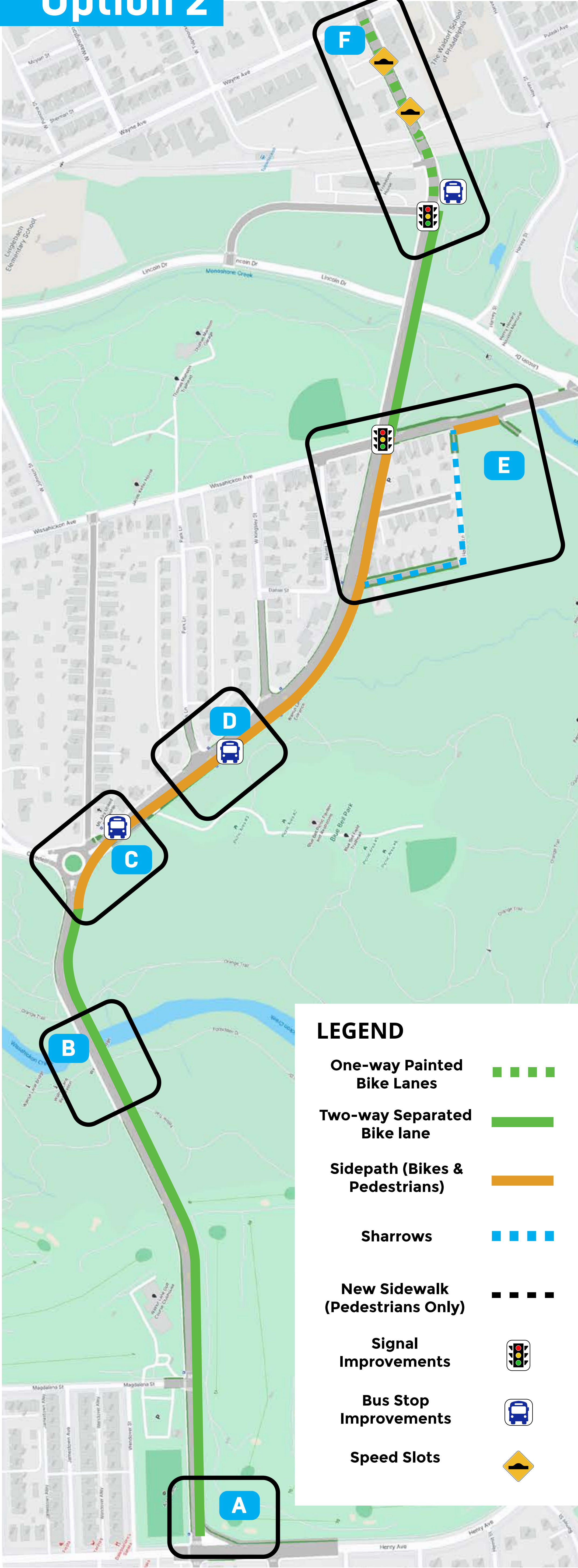
Option 1



LEGEND

- One-way Painted Bike Lanes
- Two-way Separated Bike lane
- Sidepath (Bikes & Pedestrians)
- Sharrows
- New Sidewalk (Pedestrians Only)
- Signal Improvements
- Bus Stop Improvements
- Speed Slots

Option 2

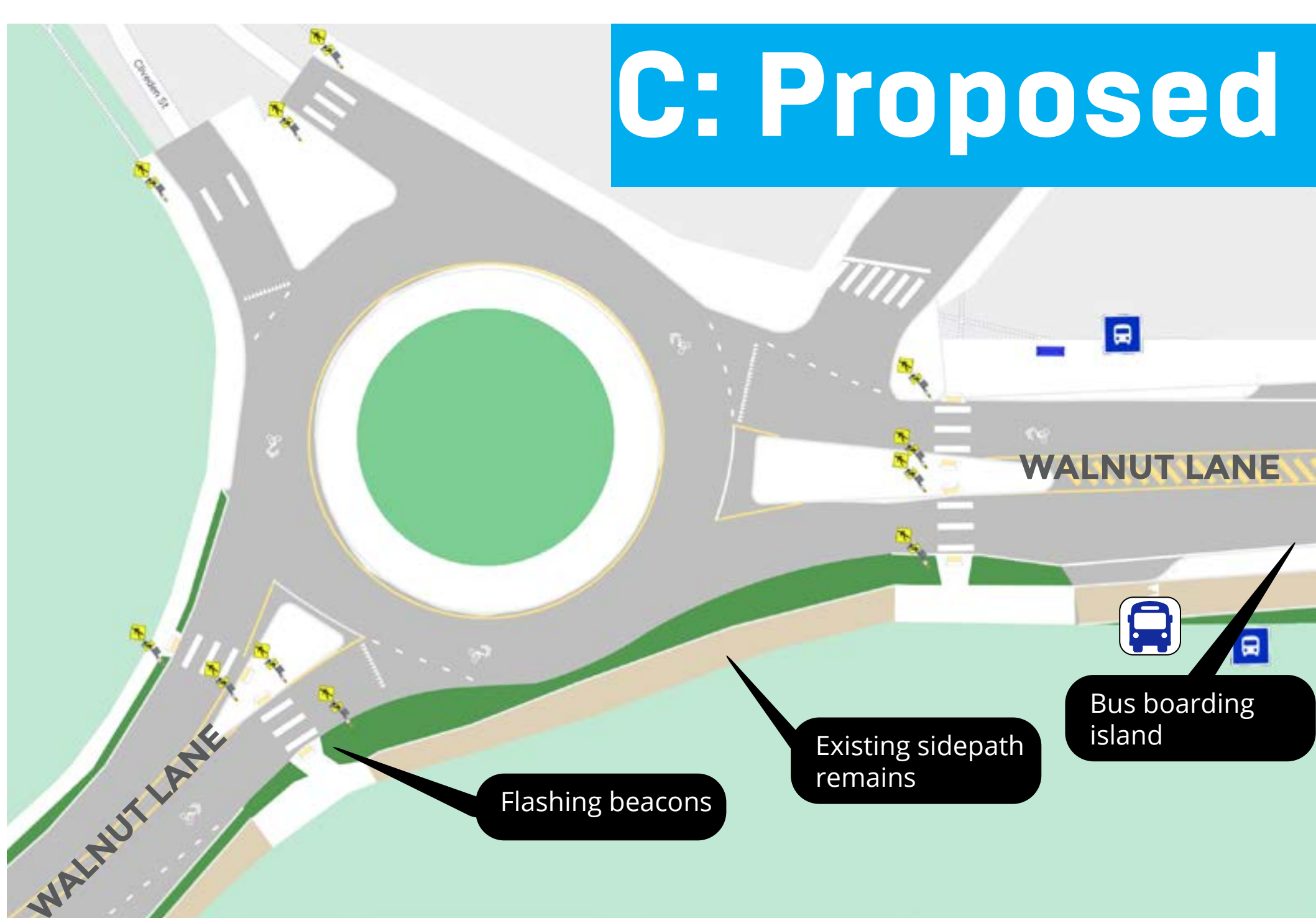
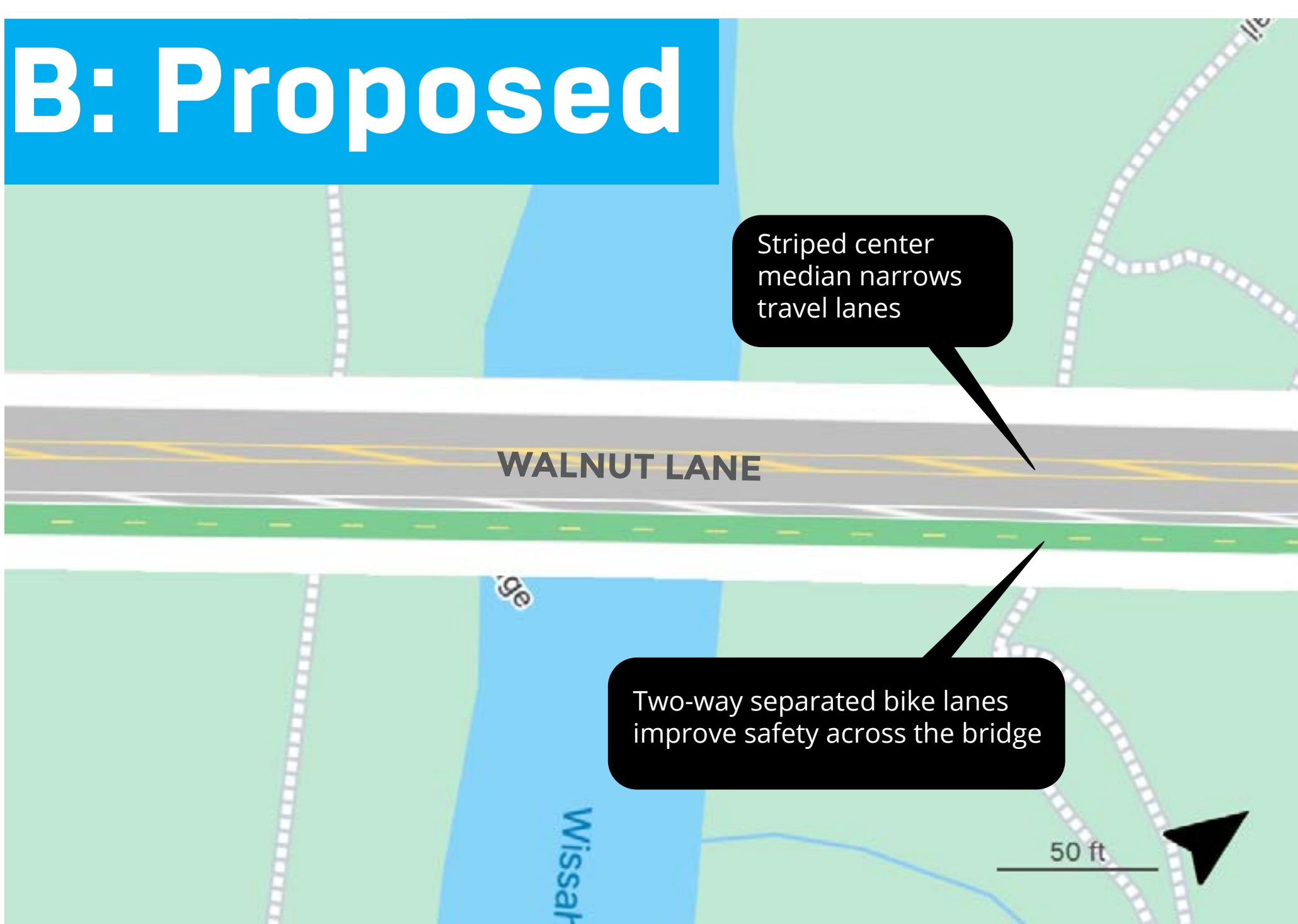
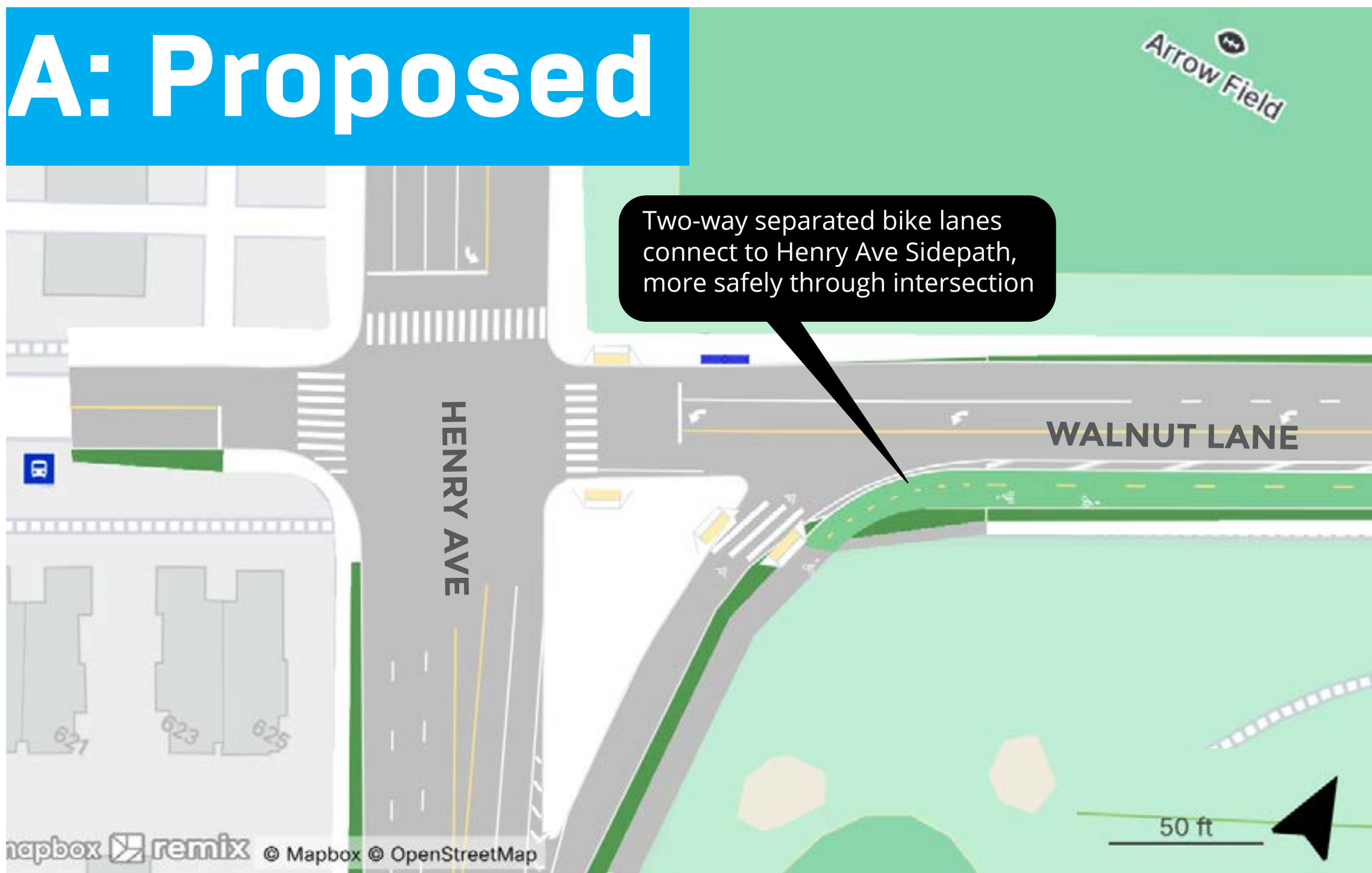
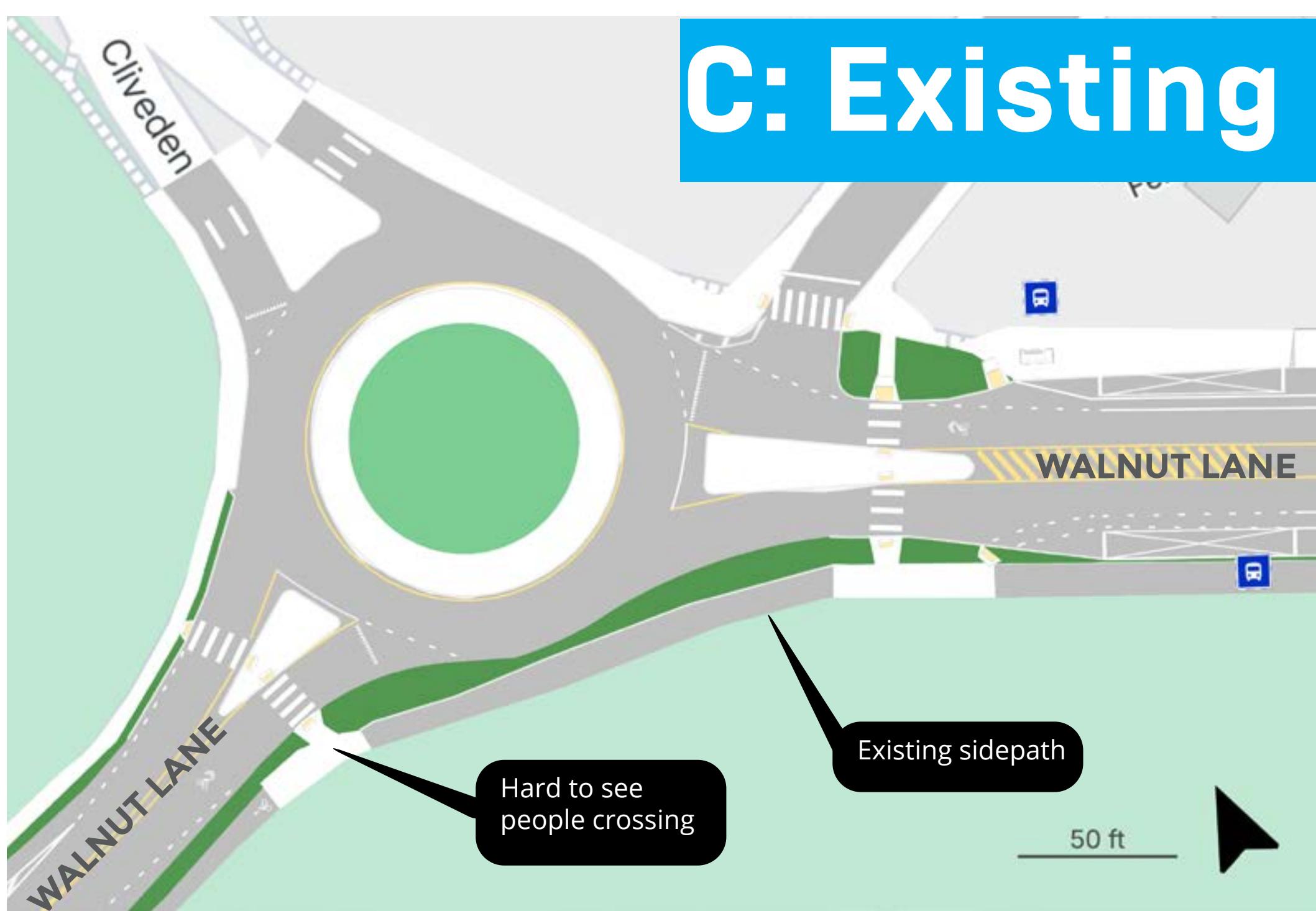
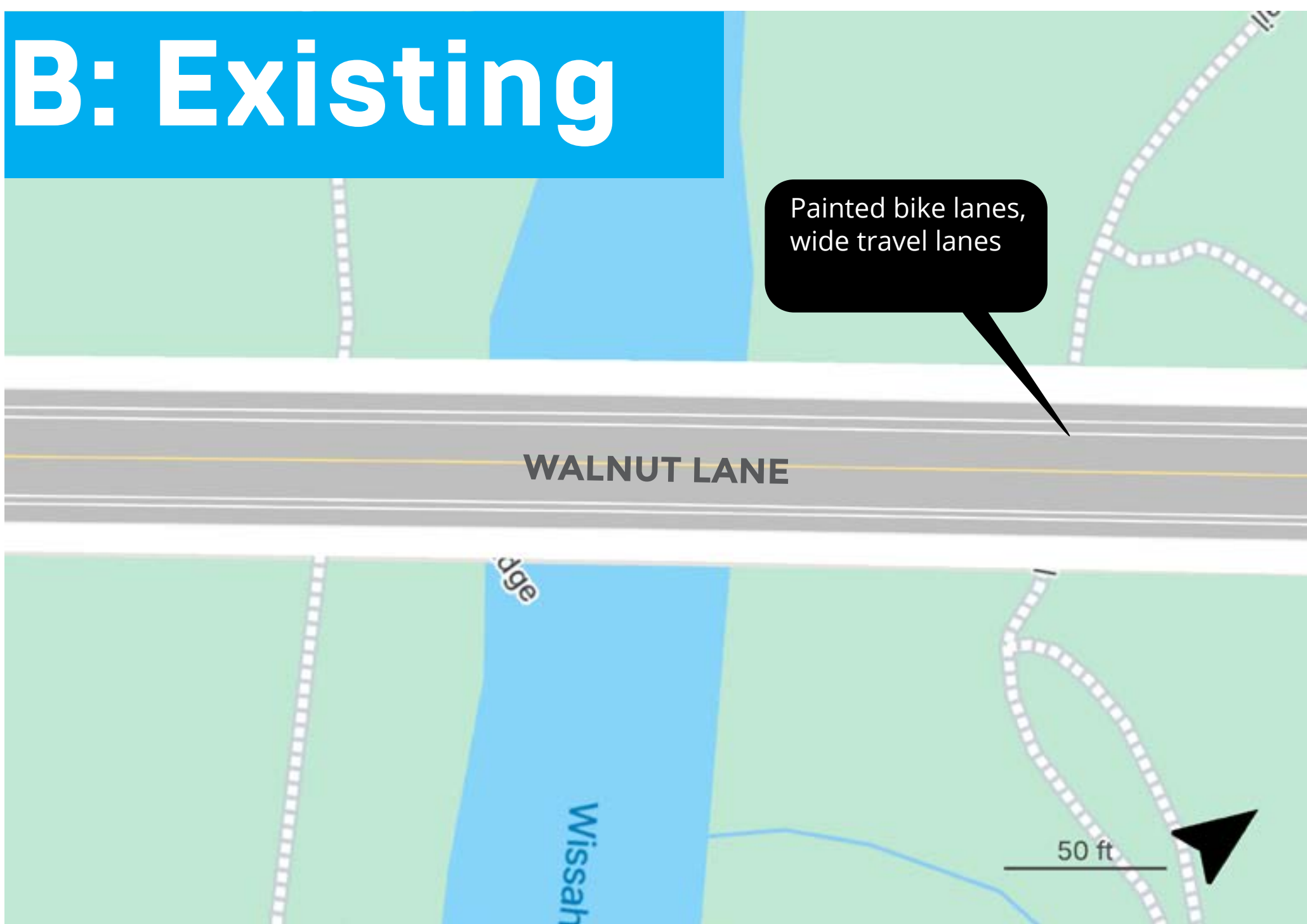
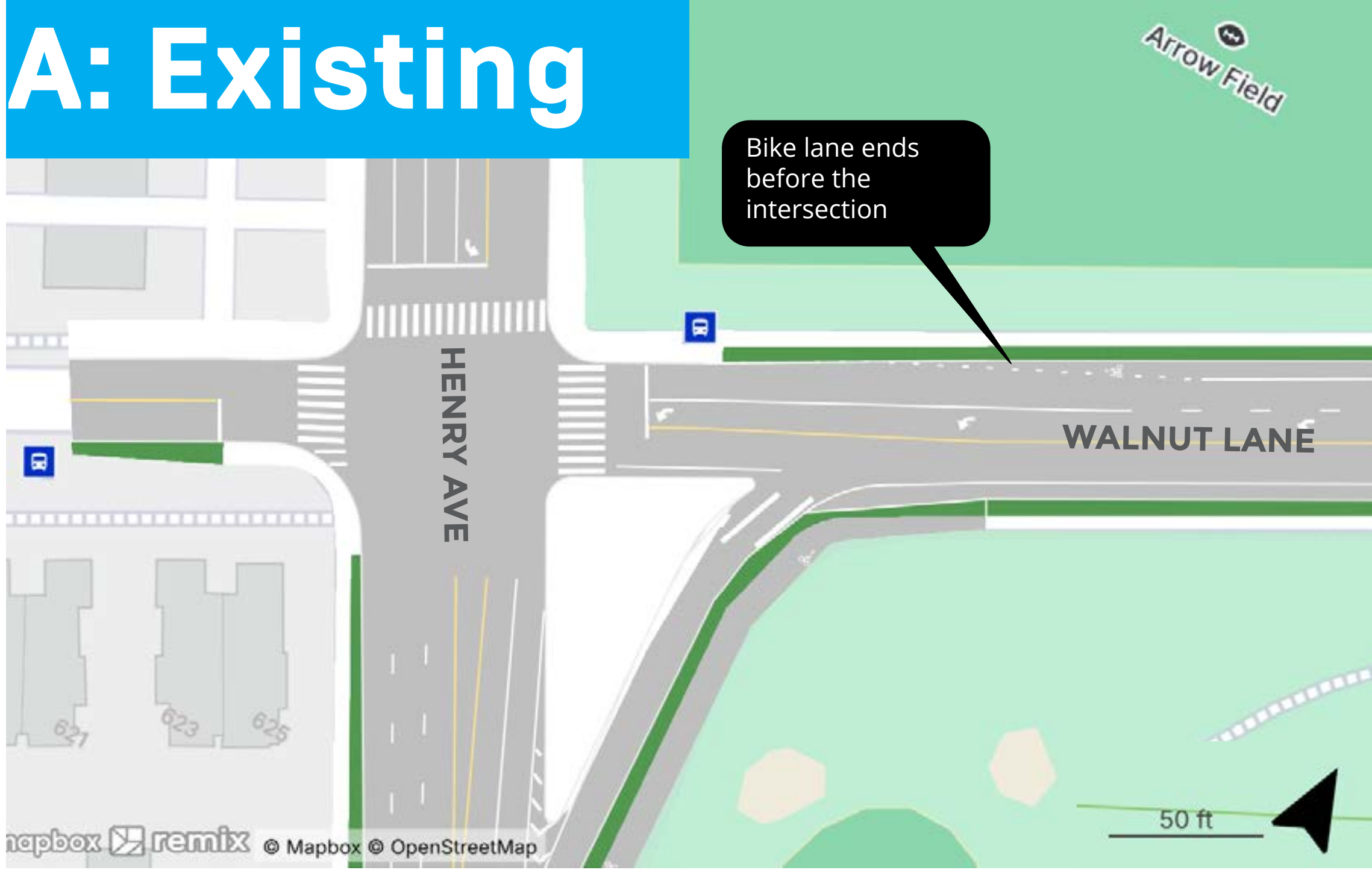


LEGEND

- One-way Painted Bike Lanes
- Two-way Separated Bike lane
- Sidepath (Bikes & Pedestrians)
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- Bus Stop Improvements
- Speed Slots



Detail Area A: (Henry), B (Bridge), C (Roundabout) VISION ZERO PHILADELPHIA



Focus Area A: Two-way Separated Bikeay replaces the existing painted bike lanes in the proposed concept between Henry Ave and the traffic circle. This provides a connection to the Henry Avenue Sidepath.

Focus Area B: Two-way Separated Bikeway on Walnut Lane Bridge in the proposed the existing bike lane is upgraded from the existing buffered painted bike lanes to have physical separation from vehicles.

Focus Area C: Flashing signs (RRFBs) at pedestrian crossings in the proposed concept improve crossing safety and increase visibility between people walking and driving. Bus boarding island added.

Detail Area D: Blue Bell Park/Wissahickon Ave

Existing



**What do you think?
Give your rating for
each option in the
exit survey**

Option 1 Proposed



OPTION 1: Create a new sidewalk AND a two-way separated bikeway

- 6' wide sidewalk, separate from bikes
- Two-way street-level bike lane, separated with concrete from the travel lane
- No parking on the south side of the street, parking remains on the north

Option 2 Proposed

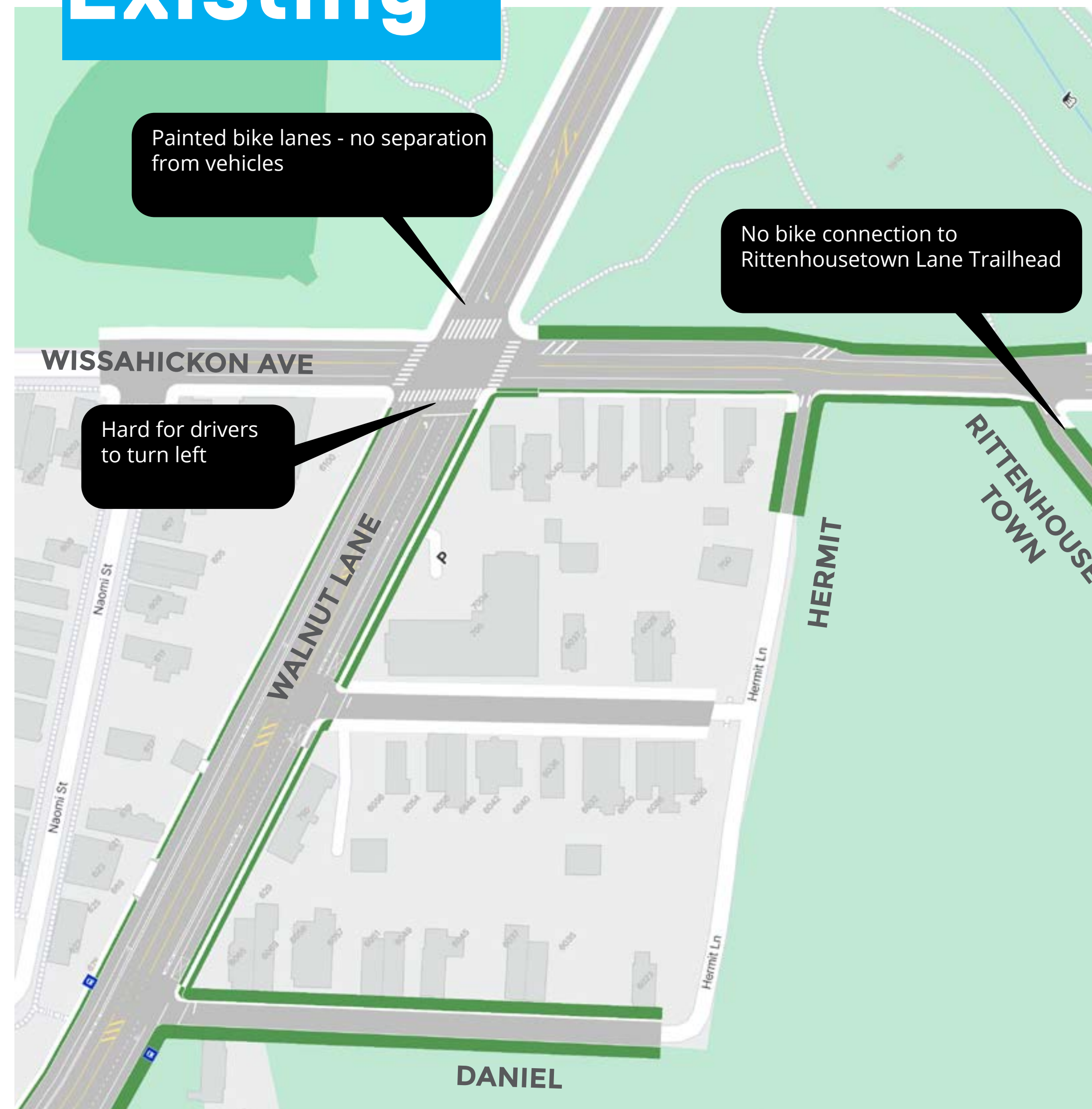


OPTION 2: Create a shared use path.

- Provides a 10' sidewalk-level shared use path to be used by people walking and biking.
- Maintains on-street parking on both sides of the street.
- No separate sidewalk for pedestrians.

Detail Area E: Wissahickon Ave/Trailhead

Existing



Option 1 Proposed



Option 2 Proposed



**What do you think?
Give your rating for
each option in the
exit survey**

OPTION 1: Shared use path on Wissahickon Avenue

- Provides a direct, continuous grade-separated shared use path for people walking and biking from Walnut Lane to and from Rittenhousetown Lane.
- Removes one block of on-street parking on the east side of Wissahickon Ave., preserves some parking on the west side of the street.
- Left turn arrow at Walnut and Wissahickon - this will make it easier for drivers to turn, but may result in traffic delays.

OPTION 2: No direct bike connection from Walnut, preserves parking on Wissahickon

- Add signage and **sharrows** along Hermit Ln., Bridget St., and Daniel St. as a bike connection to Walnut Ln.
- No changes to Wissahickon Ave. (Walnut Ln. - Hermit Ln.), to preserve parking on both sides of the street.
- No direct bike connection between Wissahickon & Walnut, creates a gap between Walnut & Hermit.
- Left turn arrow at Walnut and Wissahickon - this will make it easier for drivers to turn, but may result in traffic delays.

Detail Area F: Wayne Avenue to Morris Street



**What do you think?
Give your rating for
each option in the
exit survey**



OPTION 1 - Two-way separated bikeway, signal and bus improvements at Morris Street.

- Separated bike facility replaces parking on the south side of the street, parking preserved on the north
- Relocate traffic signal and bus stop from Tupelhocken to Morris Street, adding a bus boarding island
- Speed slots added



OPTION 2 - No changes to bike lanes or parking, relocate signal and bus stop to Morris Street

- Keeps painted bike lanes, physical separation.
- Relocate traffic signal and bus stop from Tupelhocken to Morris Street, adding a bus boarding island
- Preserves on-street parking on both sides of the street
- Speed slots added