

STEERING COMMITTEE MEETING #1 --DRAFT

TO: Attendees
FROM: Tom Dominiecki
Gannett Fleming Project Manager
Project: City of Philadelphia – Department of Streets: GES 2020530
Work Order 2: Mount Airy Pedestrian Crossings Preliminary Engineering
GF Project Number: 66357

Attendees:	Tom Dominiecki	Gannett Fleming
	Sid New	Gannett Fleming
	Ryan Survill	Gannett Fleming
	Nino Ranjo	City of Philadelphia - Department of Streets
	Denis Murphy	City of Philadelphia - Department of Commerce
	Roger Kern	City of Philadelphia - Department of Commerce
	Halyna Pylpchuk	City of Philadelphia – Department of Streets
	Kasim Ali	City of Philadelphia - Department of Streets
	Vadim Fleysh	City of Philadelphia – Department of Streets
	Ken Weinstein	Mt. Airy Business Improvement District (BID)
	Janis Risch	Mt. Airy BID
	Mike Boyle	Resident
	Sue Dannenberg	Resident
	Peggy Zwerver	Owner – Earth Bread & Brewery
	Brad Maule	Mt. Airy Community Development Corporation
	Scott Seibert	Developer
	Maisha Jackson	State Senator Art Haywood’s office
	Kathy MZt	West Mt. Airy Neighbors
	Libbie Hawes	Cliveden
	Carolyn Campbell	East Mt. Airy Neighbors
	Linda Bell	East Mt. Airy Neighbors
	Natalia Serejko	
	Salim Wilson	

AGENDA

I. INTRODUCTIONS

- a. Ken Weinstein asked each person to introduce themselves.

II. PROJECT OVERVIEW – *Denis provided a brief explanation of the project*

- a. Germantown Avenue lacks a proper number of controlled pedestrian crossings within the Mt. Airy District.

- b. Many businesses/residents have voiced concerns about the lack of safe Germantown Avenue crossings.
- c. This project will use dedicated streetscape funding to determine where the proper place is for additional controlled pedestrian crossings.
- d. Funding is dependent on the City's budget allocation. The funds are not guaranteed.
- e. Kasim Ali of the Street Department has been instrumental in determining crossing locations.

III. PROJECT PRESENTATION – *Tom presented a PowerPoint slide show about the project*

- a. This project evolved because of a lack of Germantown Avenue controlled pedestrian crossing locations within the Mt. Airy Business District. Within a 1.4 mile section, there is as much as a 3400-foot gap between controlled crossings.
- b. The following intersections are being studied:
 - i. Durham Street
 - ii. East Gorgas Lane
 - iii. Carpenter Lane/Meehan Avenue
 - iv. Pelham Road/Slocum Street
 - v. Phil Ellena Street (currently signalized)
 - vi. Hortter Street
 - vii. East Cliveden Street
 - viii. Tulpehocken Street (currently signalized)
- c. The Preliminary Engineering schedule is as follows:
 - i. Notice to Proceed – January 2021
 - ii. Field Survey – March/April 2021 (February 2021 was lost to snow)
 - iii. Develop Preliminary Concepts – May 2021
 - iv. Steering Committee Meeting #1 – June 2021
 - v. PennDOT Meeting – July 2021
 - vi. Steering Committee Meeting #2 – August 2021
 - vii. Preferred Alternatives – September 2021
 - viii. Public Presentation - October 2021
 - ix. Conceptual Plans and Construction Cost Estimate – December 2021
- d. The project is currently in the Preliminary Concepts Phase. We are seeking input from the Steering Committee. Input from PennDOT will follow. A second Steering Committee meeting will be held to finalize the preferred alternatives prior to holding the public presentation.
- e. The concept considerations are:
 - i. Pedestrian safety
 - ii. Introduce safe, controlled crossings at logical locations
 - iii. Reduce likelihood of pedestrian-vehicle conflicts
 - iv. Better accessibility
 - v. Minimize parking loss
 - vi. Reduce likelihood of parking at corner
 - vii. Minimal or preferably no impacts to SEPTA Bus Route 23.
 - viii. Intersection turns designed for Single-Unit (SU) – SU-30 vehicle
- f. Bumpouts will be added at each crossing. These will increase pedestrian visibility and reduce the length of time that a pedestrian is on Germantown Avenue. The design will follow a City standard. The trolley tracks in Germantown Avenue will not be affected. Green infrastructure to help manage stormwater overflow may be considered in design.

- g. At the unsignalized intersections, the bumpouts will include a Rapid Rectangular Flashing Beacon (RRFB). The RRFBs are pedestrian activated, and once activated will initiate a strobe light flashing pattern to let motorists know that pedestrians intend to cross. Once motorists stop, the pedestrians can cross. RRFBs have had encouraging results – research shows that motorists comply with these much better than regular conventional beacons.
- h. SEPTA Bus Route 23 runs along the project corridor. Coordination with SEPTA will be ongoing throughout the project.
- i. Potential Concepts: Tom noted that these concepts are preliminary and may change based on input received at this steering committee meeting and in a subsequent PennDOT meeting.
 - i. Durham Street – Crossing would be located between the two legs of Durham Street. 30’ of parking would be lost on the west side in this configuration. Moving the crossing north a small amount might reduce this.
 - ii. East Gorgas Lane – Crossing would be located south of the intersection. 30’ of parking would be lost on the west side in this configuration.
 - iii. Carpenter Lane/Meehan Avenue – Crossing would be located between the two cross streets. 35’ of parking would be lost on the east side in this configuration. Moving the crossing south would result in more parking being lost.
 - iv. Pelham Road/Slocum Street – Crossing would be located south of the intersection. 25’ of parking on the west side and 40’ of parking on the east side would be lost in this configuration. There is a SEPTA bus zone located on the east side of Germantown Avenue south of Slocum Street.
 - v. Phil Ellena Street – There would be two crossings. One would be located north of intersection. 45’ of parking on the west side and 20’ of parking on the east side would be lost in this configuration. The second crossing would be located south of the intersection. 25’ of parking on the west side and 45’ of parking on the east side would be lost in this configuration.
 - vi. Hortter Street/Montana Street – Crossing would be located in between the two streets. 50’ of parking would be lost on the east side in this configuration.
 - vii. Cliveden Street – Crossing would be located north of the intersection. 40’ of parking on the west side and 25’ of parking on the east side would be lost in this configuration. Possibly could be moved slightly south but must be aware of a fire hydrant and inlet.
 - viii. Tulpehocken Street. – Crossing would be located south of the intersection. 20’ of parking would be lost on the west side in this configuration. There is a SEPTA bus zone location on the outbound side of Germantown on the southeast corner of the intersection.
- j. Next Steps
 - i. PennDOT Meeting – July 2021 (***ACTION ITEM***)
 - ii. Steering Committee Meeting #2 – August 2021
 - iii. Preferred Alternatives – September 2021
 - iv. Public Presentation – October 2021
 - v. Conception Plans and Construction Cost Estimate – December 2021
 - vi. Final Design and Engineering – 2022
 - vii. Project Bidding and Contracting – Winter 2023
 - viii. Construction – Spring/Summer 2023

IV. QUESTIONS/COMMENTS

a. Coordination:

Ken Weinstein – Tulpehocken is in Germantown, outside the Mt. Airy commercial corridor. Therefore, the project team may want to check in with Germantown United CDC to get input (***ACTION ITEM***).

b. RRFB:

Brad Maule – There is a RRFB at Duval now. Kasim Ali – He confirmed this. This was installed some years ago. It was the first one on Germantown Ave. for transit users.

c. Green Infrastructure:

Scott Seibert – Could the balance of the lost parking spaces become either green zones with planters or maybe even minimal seating areas for people? Janis Risch – She believes that Commerce is discussing with the Water Department whether these bumpouts could be suitable for stormwater management/green. Denis Murphy – He stated that the Philadelphia Water Department (PWD) investigated and determined that there wasn't enough stormwater potential for any possible bumpouts to be green infrastructure that PWD would maintain. Landscaping could be included as part of this project if there is interest and willingness to maintain. It will be investigated. Today's meeting is about locations. Ken Weinstein – He would like to see greening & benches.

d. Grocery Outlet Crosswalk:

Ken Weinstein – Can the W. Hortter Street crosswalk be moved to the north side of the intersection so it is at the new Grocery Outlet? People will want to walk outside the Outlet and across Germantown. Tom Dominiacki - We can look at this but need to check on survey coverage. Linda Bell – This is now a dangerous intersection. She suggests having the crosswalk at the north side of East Hortter Street and move the SEPTA bus stop. The current proposed location would not work with the SEPTA bus stop on the west side of Germantown Avenue, as transit users exiting the bus would like to cross Germantown Avenue immediately from the bus stop. She also suggested a crossing at Montana Street. This crosswalk should be located at Montana Street in front of Church of the Brethren.

Brad Maule – He agrees with Ken about the Hortter Street crossing. There's a decent chance the lot outside of Catering by Design will be developed (and necessitate construction equipment, etc.). Linda Bell – She is also in agreement with Ken on the Hortter St. crossing. The bus stop also needs to be relocated back to its original spot due to increased development for pedestrian safety.

Kasim Ali – The team can investigate providing crossings on both sides of the intersection. (***ACTION ITEM***)

e. Community Awareness Campaign:

Kathy MZ – Will there be funding for a community awareness campaign and signage to aid in broadly communicating these changes? Denis Murphy – He will look into funding. (***ACTION ITEM***) Kasim Ali – The Department has capacity to deploy Changeable Message Signs and permanent warning signs.

f. Future Input:

Linda Bell - Will there be an opportunity for neighbors input beyond this group? Tom Dominiecki – Today’s meeting is to verify/identify locations. Janis Risch will collect any more feedback from today’s presentation. We will work with BID to meet again in August and then do a public presentation in the Fall.

Tree on west side of Durham Intersection: Mike Boyle – How will the tree in front of Owens be affected? Tom Dominiecki - As of right now we do not think the tree needs to be removed. Mike Boyle – Trees have PVC conduit from building to tree for holiday lighting. Tom - We are trying to save all the trees.

g. Raised Crosswalks:

Janis Risch – Will these crosswalks be elevated like we saw in some of picture (UPENN), and will there be bright green pedestrian signage? Tom Dominiecki - The crosswalks will not be elevated. The trolley tracks will not be altered for this project. Yes, these pedestrian signs could be the yellow-green pedestrian signage.

h. Traffic Signal at Hortter Street:

Brad Maule – Has there been any consideration of adding a traffic signal at Hortter Street now that there are two huge apartment buildings there., including a supermarket on the ground floor? This is already a troublesome intersection for drivers turning left from Hortter Street onto Germantown Avenue, and pedestrians feel like an afterthought. Nino Ranjo – The Mt. Airy Pedestrian Crossings project is currently in Preliminary Engineering. This could be considered in Final Design. **(ACTION ITEM)** It is also possible that the development may need to install a traffic signal at this intersection.

i. Walking Tour:

Linda Bell – She asked if a walking tour of the crossing locations could be arranged. Ken Weinstein – Janis Risch will arrange this. Linda Bell also asked if we could have a site mockup for the walking tour with cones to block off the proposed bumpouts? Kasim Ali – Yes this can be arranged. **(ACTION ITEM)**

j. Mt. Airy Avenue Pedestrian Crosswalk (not in this project scope):

Brad Maule - Is there consideration for activating the pedestrian crosswalk by default on the green light at East Mt. Airy Avenue? That’s one of the busiest intersections in the neighborhood and it’s confusing to have a pedestrian have to push the button (as opposed to being able to cross on the green). He’s witnessed lots of close calls there. Kasim Ali– Yes, the Department can install touchless pedestrian pushbuttons. **(ACTION ITEM)**

V. ACTION ITEMS

Number	Action Item	Responsible Party
1	Schedule meeting with PennDOT	DOS/GF
2	Obtain input from Germantown United CDC for input on the Tulpehocken Street crossing	DOS/GF
3	Investigate different crosswalk locations for the W. Hortter and Montana Street intersections in lieu of the grocery store, bus stop, and church discussions	GF
4	Investigate funding for a community awareness campaign and signage to communicating crosswalk changes	DOC
5	Investigate traffic signal installation at the W. Hortter Street and Germantown Avenue intersection	DOS
6	Schedule walking tour	Janis
7	Investigate installation of touchless pedestrian pushbuttons at the Germantown Avenue and East Mount Airy Avenue intersection	DOS

Any additions, deletions or corrections to these minutes should be provided, within five (5) days of receipt. Otherwise, these minutes will be approved as written.



Thomas J. Dominiecki, P.E.

cc: Attendees
Project File