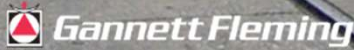




Steering Committee Meeting #1

Mount Airy Pedestrian Crossings

June 10, 2021

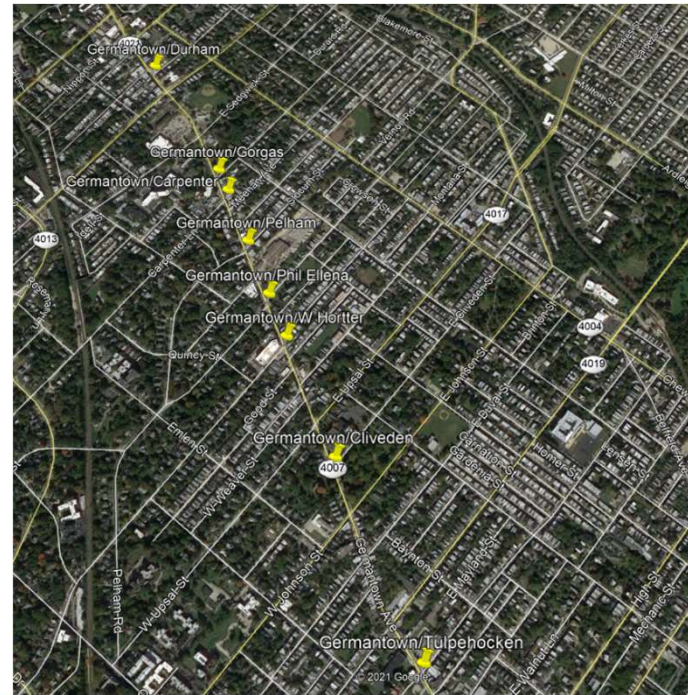


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ISO 9001:2015
CERTIFIED

Mount Airy Pedestrian Improvements – Agenda

- Project Background
- Project Schedule
- Purpose of Today's Meeting
- Project Considerations
- Concepts/Feedback



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Mount Airy Pedestrian Improvements – Purpose

- Existing Germantown Avenue controlled crossings are far apart:

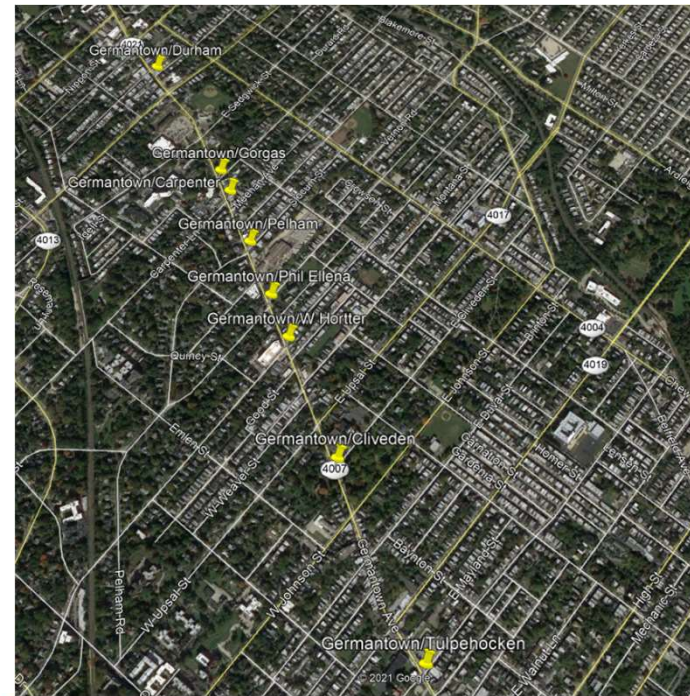
Segment	Distance Between Intersections	Project Intersections within Segment
Mt. Airy Ave. to Mt. Pleasant Ave.	790 feet	Durham
Mt. Pleasant Ave. to Sedgwick St.	680 feet	
Sedgwick St. to Phil Ellena Street	2060 feet	Gorgas, Carpenter/Meehan, Pelham/Slocum
Phil Ellena St. to Upsal St.	1340 feet	W. Hortter/Montana
Upsal St. to Johnson St.	960 feet	Cliveden
Johnson St. to Duval St.	420 feet	
Duval St. to Washington Ln.	620 feet	
Washington Ln. to Tulpehocken St.	485 feet	



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Mount Airy Pedestrian Improvements – The Project

- Durham Street
- East Gorgas Lane
- Carpenter Lane/Meehan Avenue
- Pelham Road/Slocum Street
- Phil Ellena Street (signalized)
- Horttter Street
- East Cliveden Street
- Tulpehocken Street (signalized)



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Mount Airy Pedestrian Improvements – Preliminary Engineering Schedule

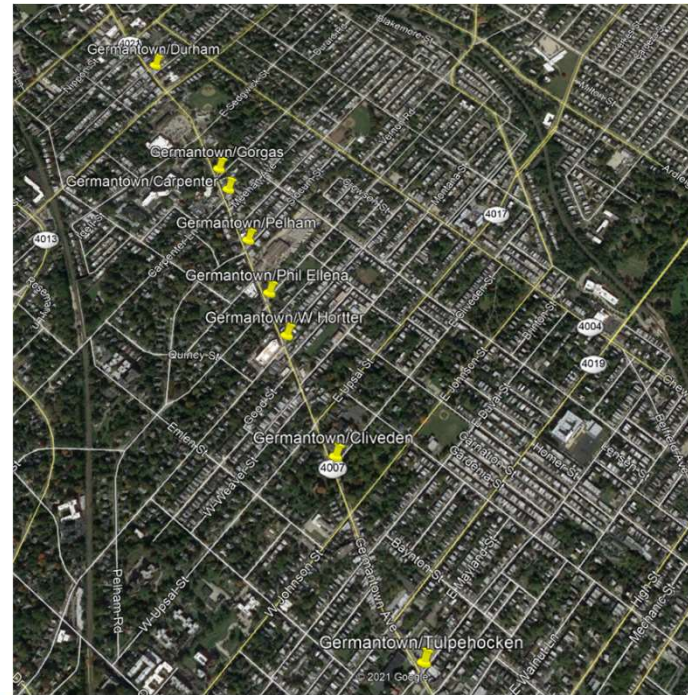
- Notice to Proceed – January 2021
- Field Survey – March/April 2021 (February 2021 lost to snow)
- Develop Preliminary Concepts – May 2021
- Steering Committee Meeting #1 – June 2021 ← WE ARE HERE
- PennDOT Meeting – July 2021
- Steering Committee Meeting #2 – August 2021
- Preferred Alternatives – September 2021
- Public Presentation – October 2021
- Conceptual Plans and Construction Cost Estimate – December 2021



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Mount Airy Pedestrian Improvements – Today’s Meeting

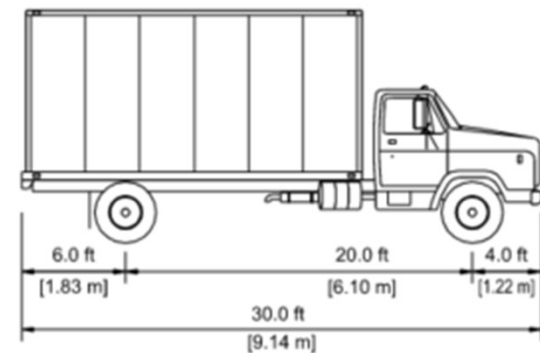
- Currently in Preliminary Concepts Phase
- Seeking input on Initial Concepts from Steering Committee
- Input from PennDOT will follow
- A second Steering Committee will follow to finalize preferred alternatives prior to meeting with the general public



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Mount Airy Pedestrian Improvements – Concept Considerations

- Pedestrian Safety
- Introduce Safe, Controlled Crossings at Logical Locations
- Reduce likelihood of pedestrian-vehicle conflicts
- Better Accessibility
- Minimize parking loss
- Reduce likelihood of parking at corner
- Minimal or preferably no impacts to SEPTA bus route
- Intersection turns designed for SU-30 vehicle

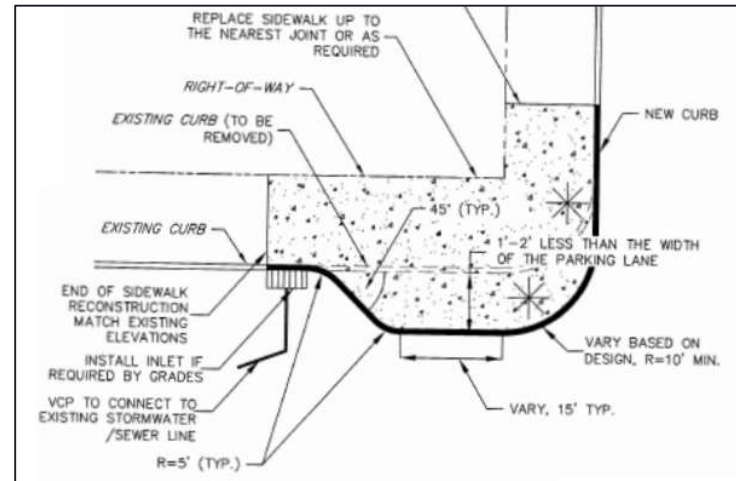


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General Features: Bumpouts

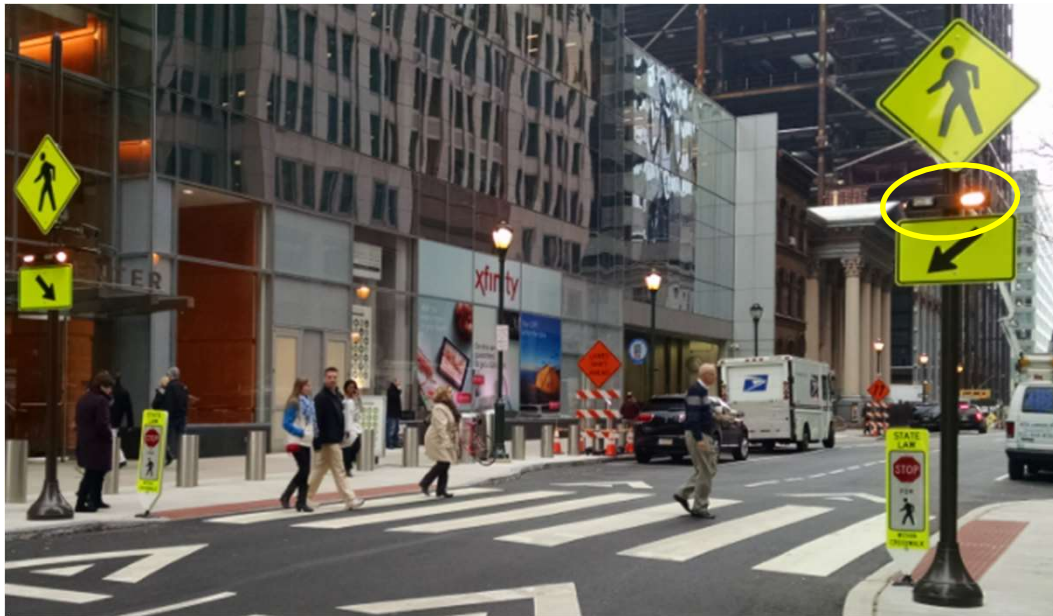


Stormwater bump-outs provide the pedestrian crossing benefits of curb extensions and help manage stormwater overflow.



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General Features: Rapid Rectangular Flashing Beacons (RRFB):

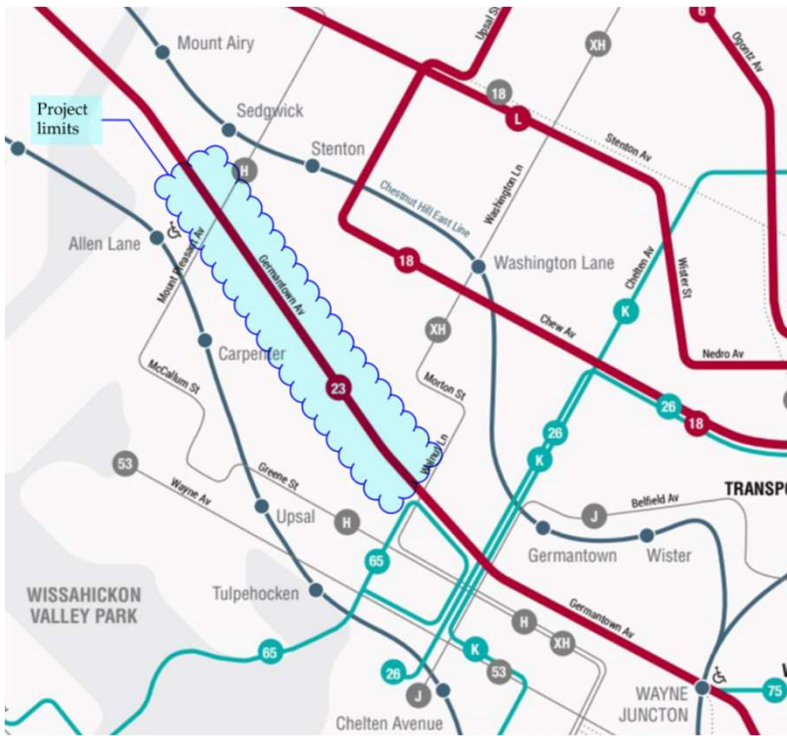


- Pedestrian activated
- A “strobe light” flashing pattern notifies motorists that pedestrians are crossing
- Research shows 80% compliance by motorists – better than conventional beacons



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Mount Airy Streetscape Improvements: SEPTA Considerations



- SEPTA Bus Route 23 is within the project limits



Potential Concepts

6/10/2021 Steering Committee #1
Note: Drawing is Preliminary

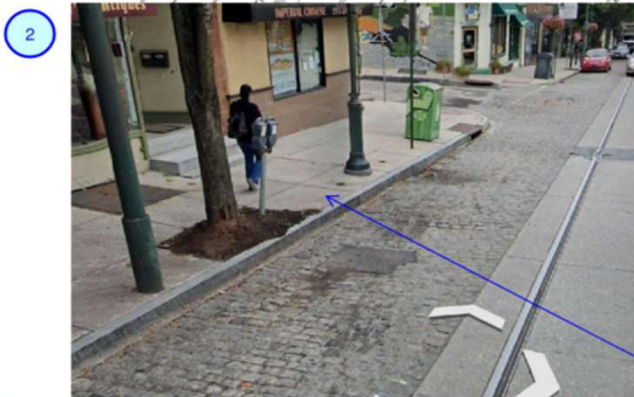


1
Lose 30' of parking here

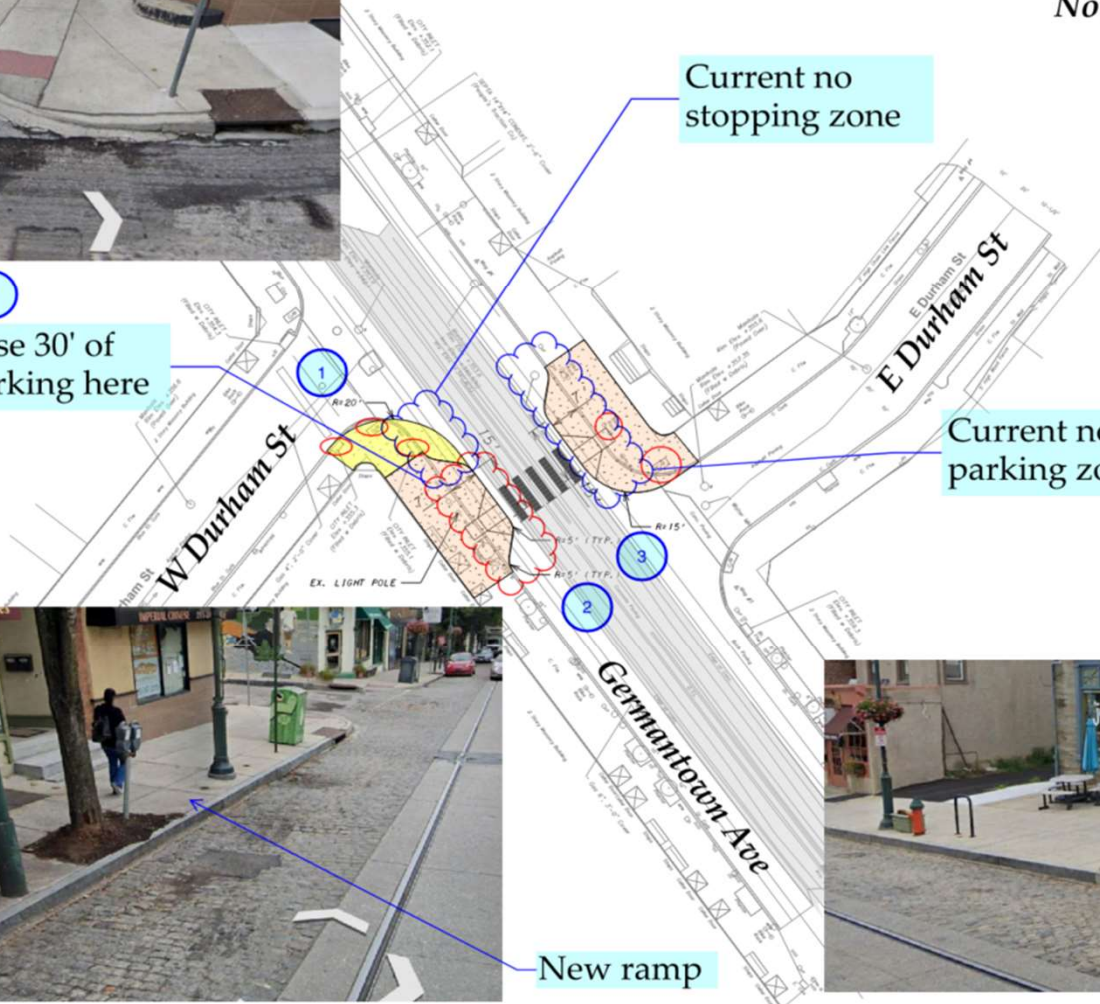
Current no stopping zone

Current no parking zone

New ramp



New ramp



6/10/2021 Steering Committee #1
Note: Drawing is Preliminary



Current no parking zone. Current bus zone for #23

New ramp

Lose 30' of parking here

Current no stopping zone. Current bus zone for #23

New ramp

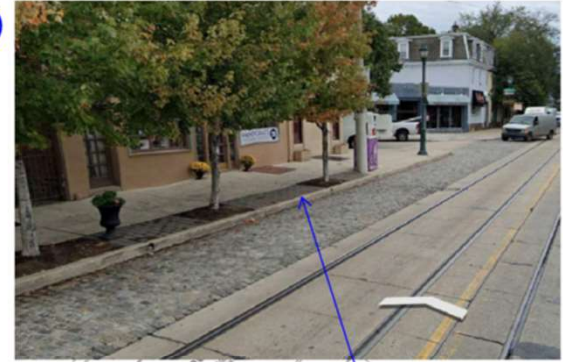


STE



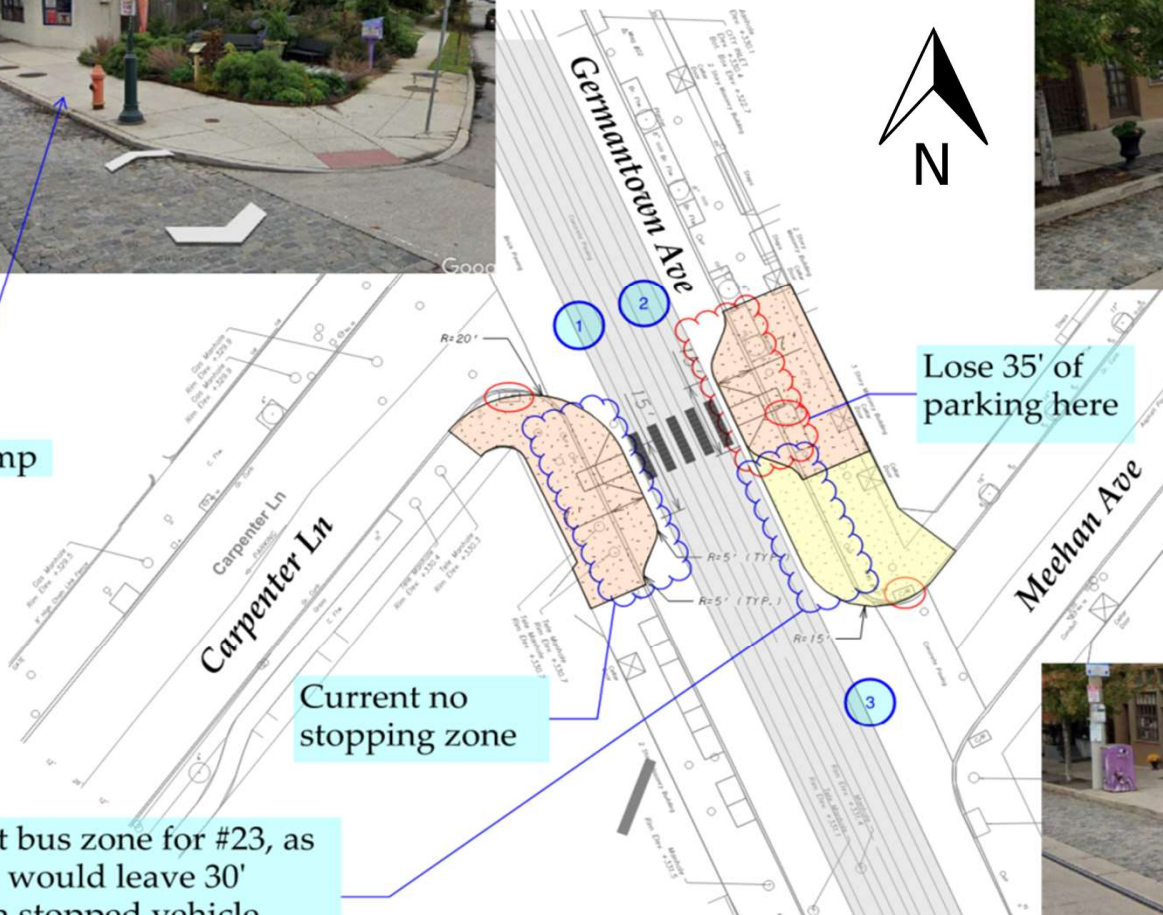
1

New ramp



2

New ramp



Gemantown Ave

Carpenter Ln

Meehan Ave

1

2

3

3

Current no stopping zone

Lose 35' of parking here

Current bus zone for #23, as shown, would leave 30' before a stopped vehicle sticks out into Meehan...

6/10/2021 Steering Committee #1
 Note: Drawing is Preliminary



New ramp

1



3

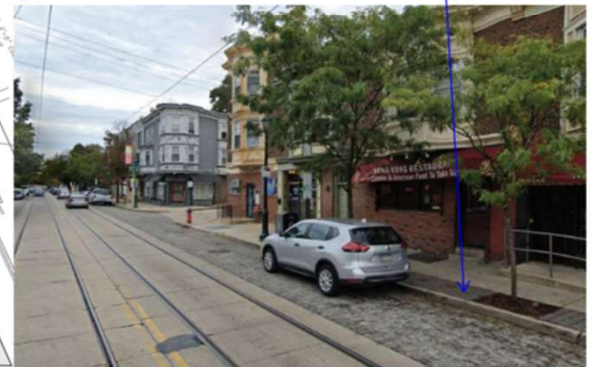
Current bus zone for #23

Lose 40' of parking here



New ramp

2

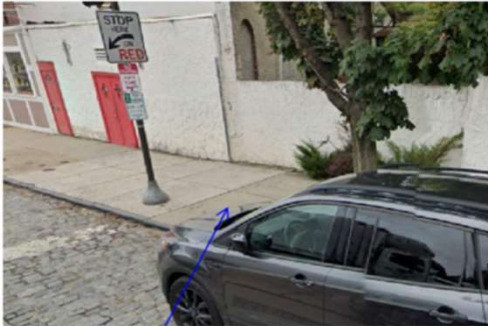


Current No Parking Zone

Lose 25' of parking here

6/10/2021 Steering Committee #1
Note: Drawing is Preliminary

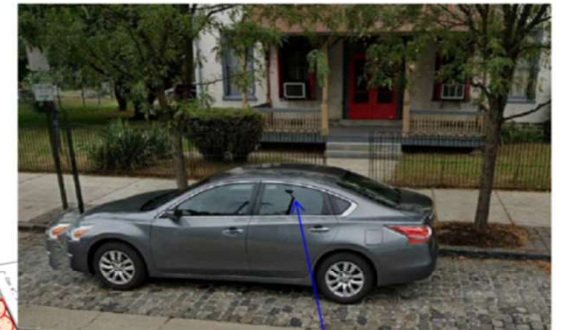




New ramp

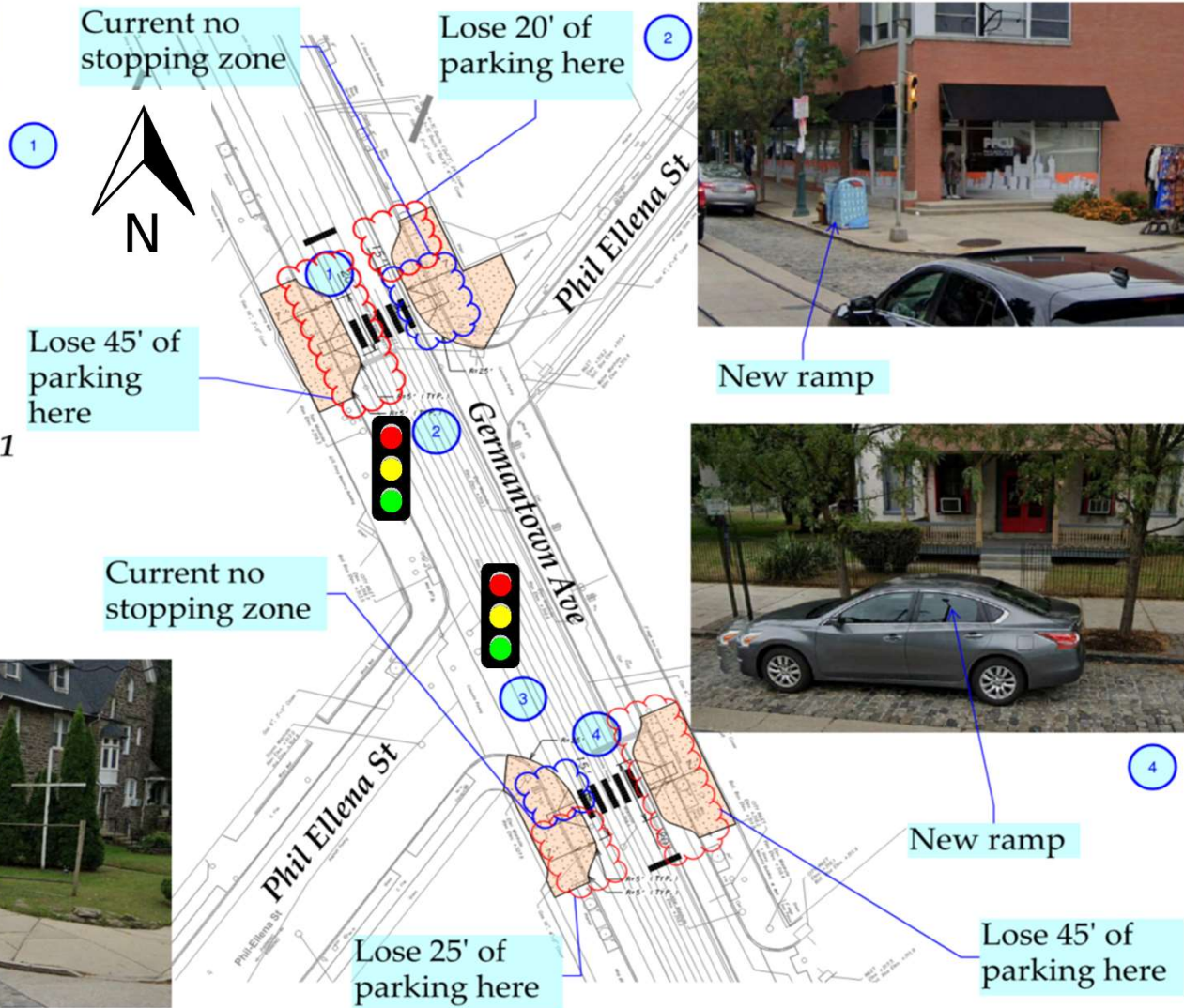


New ramp



New ramp

6/10/2021 Steering Committee #1
Note: Drawing is Preliminary



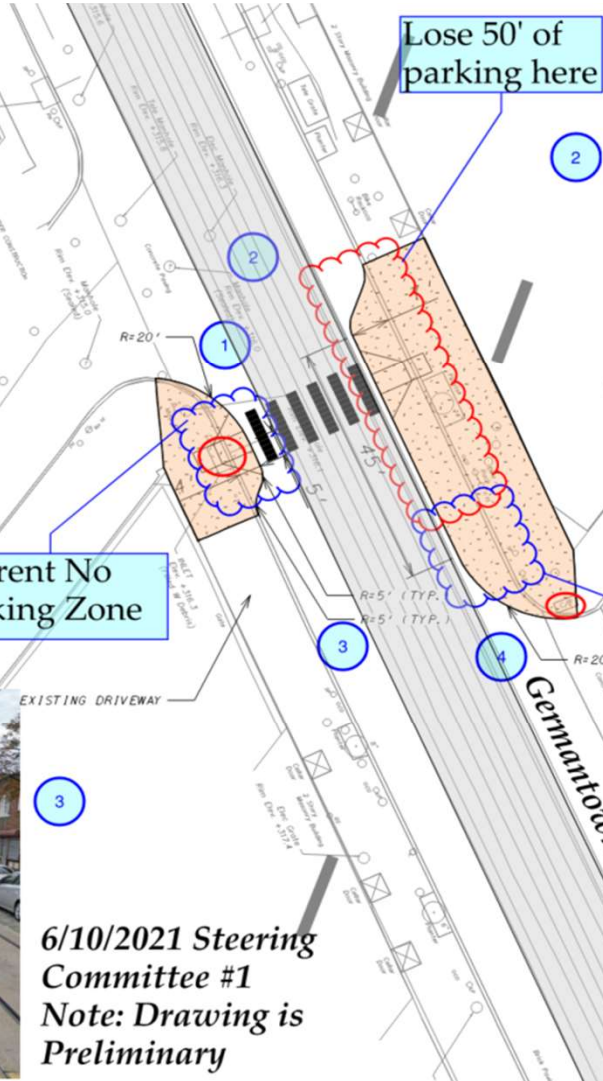
New ramp

Lose 45' of parking here



1

New ramp



Lose 50' of parking here

2

Current No Parking Zone

3

Current No Parking Zone

4



3

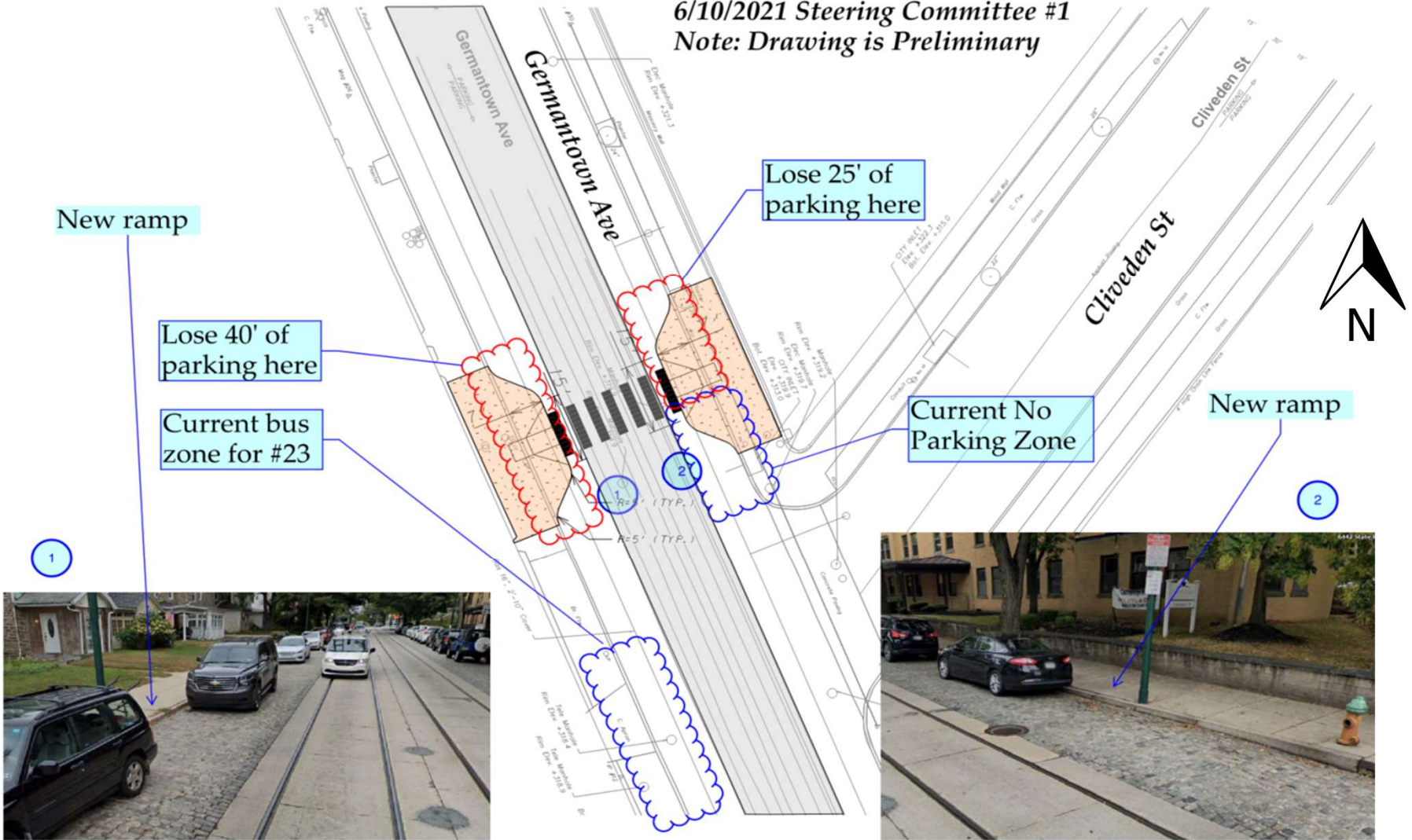
6/10/2021 Steering Committee #1
Note: Drawing is Preliminary



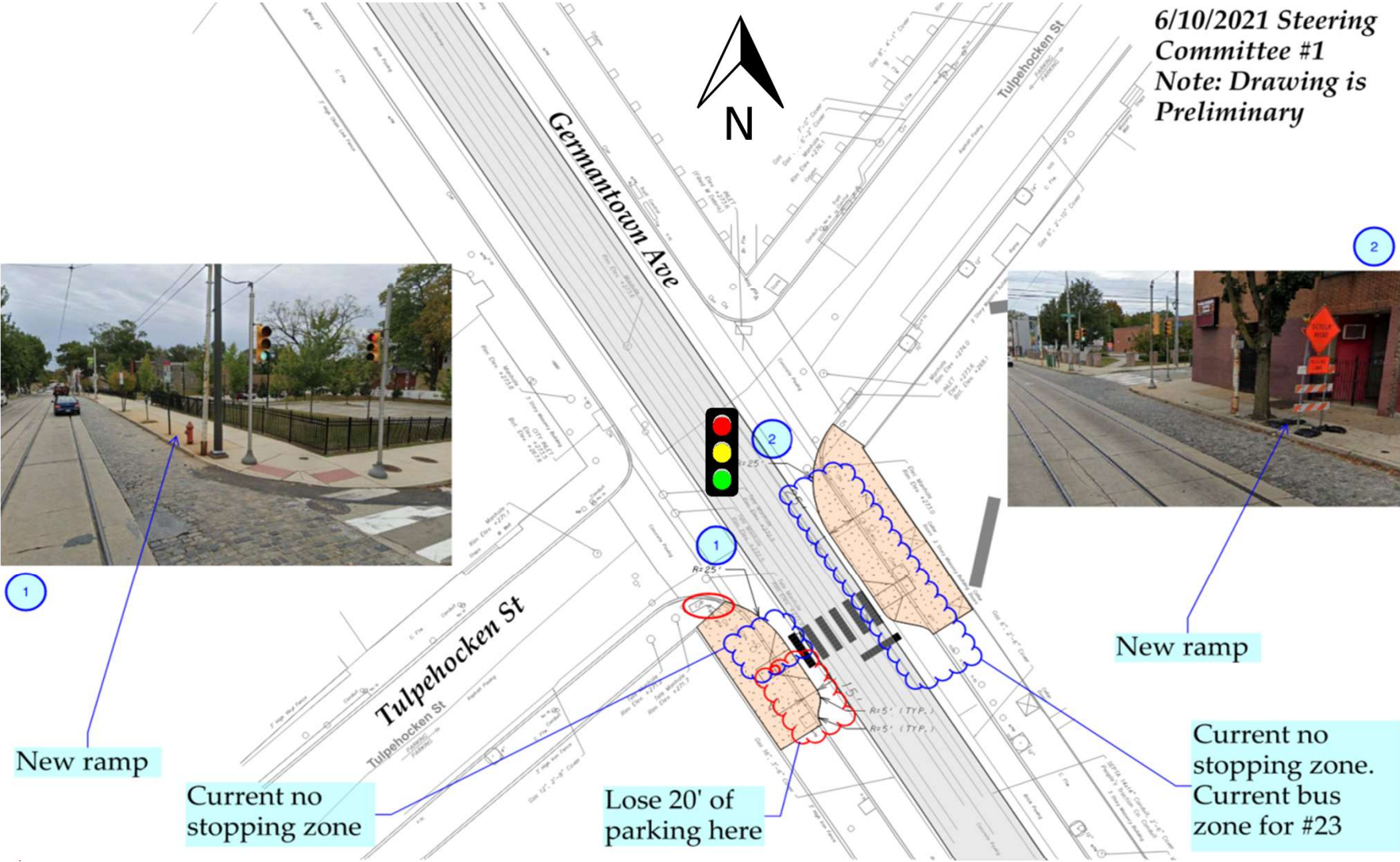
New ramp



6/10/2021 Steering Committee #1
Note: Drawing is Preliminary



6/10/2021 Steering Committee #1
Note: Drawing is Preliminary



1

New ramp

Current no stopping zone

Lose 20' of parking here

2

New ramp

Current no stopping zone. Current bus zone for #23

Mount Airy Pedestrian Improvements – Next Steps

- PennDOT Meeting – July 2021
- Steering Committee Meeting #2 – August 2021
- Preferred Alternatives – September 2021
- Public Presentation – October 2021
- Conceptual Plans and Construction Cost Estimate – December 2021
- Final Design and Engineering – 2022/2023
- Project Bidding and Contracting – Winter 2024
- Construction – Spring through Fall 2024



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Questions?

Thank You!
