

WELCOME

Washington Lane Corridor
Safety Improvement Project
Public Meeting

APRIL 18, 2024

INTRODUCTIONS



- Nathan Parrish, P.E., Consultant Project Manager



- Abbey Gancz, P.E., LEED AP, Deputy Project Manager

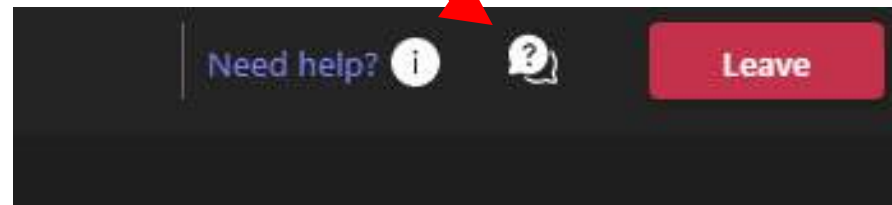


- Andrew Gould, P.E., Project Engineer



QUESTIONS?

Questions can be submitted by clicking on the Q&A feature located at the top of your screen



Please note the slide number in your question



AGENDA

Project Selection & Project Overview

Project Purpose

Existing Conditions

Safety Improvements

Proposed Design

Project Schedule

Next Steps/Questions



PROJECT SELECTION

Highway Safety Improvement Program (HSIP)

- Achieve a significant reduction in traffic fatalities and serious injuries
- Requires a data-driven, strategic approach to improving highway safety with a focus on performance



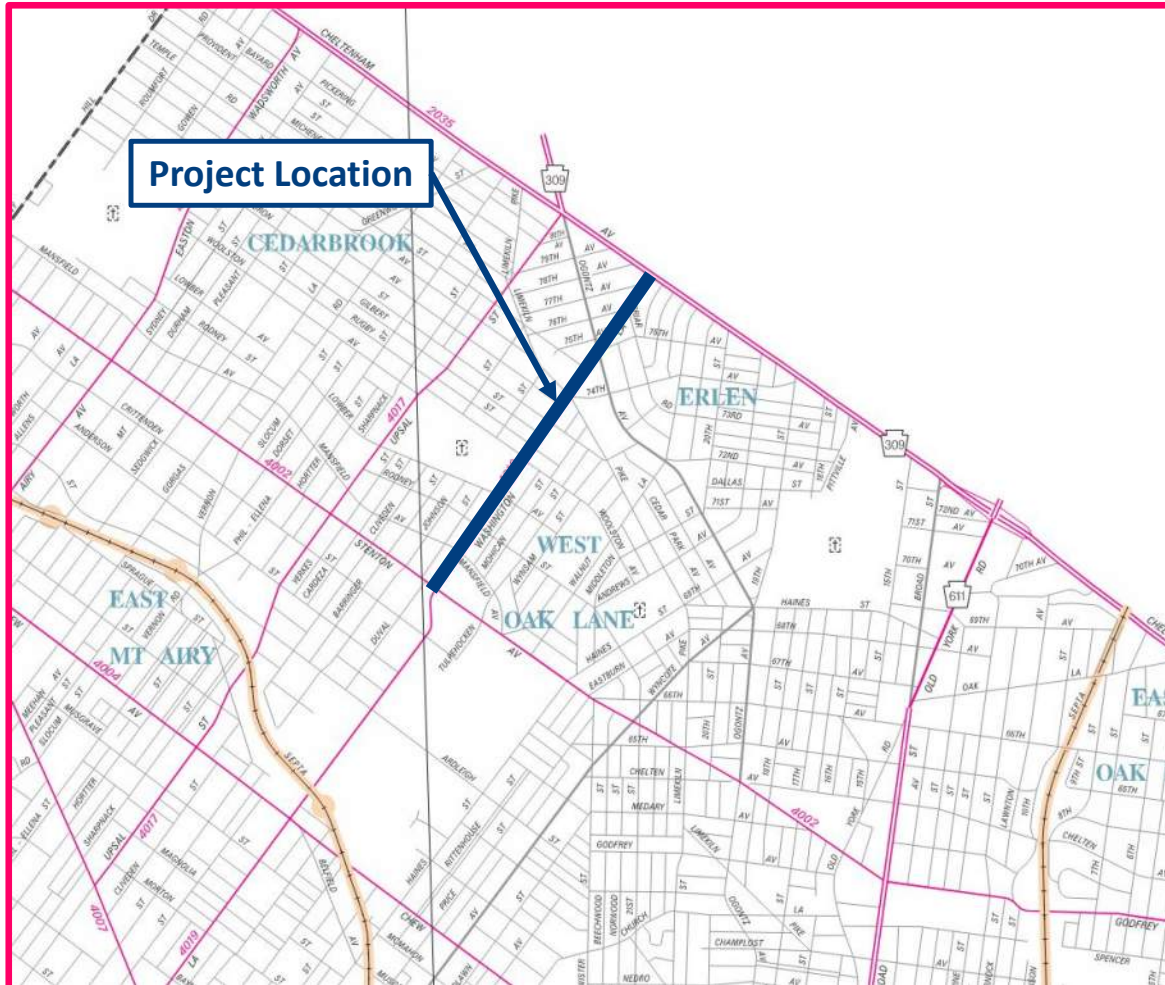
U.S. Department of Transportation
Federal Highway Administration



Highway Safety Improvement Program
Data Driven Decisions



PROJECT OVERVIEW



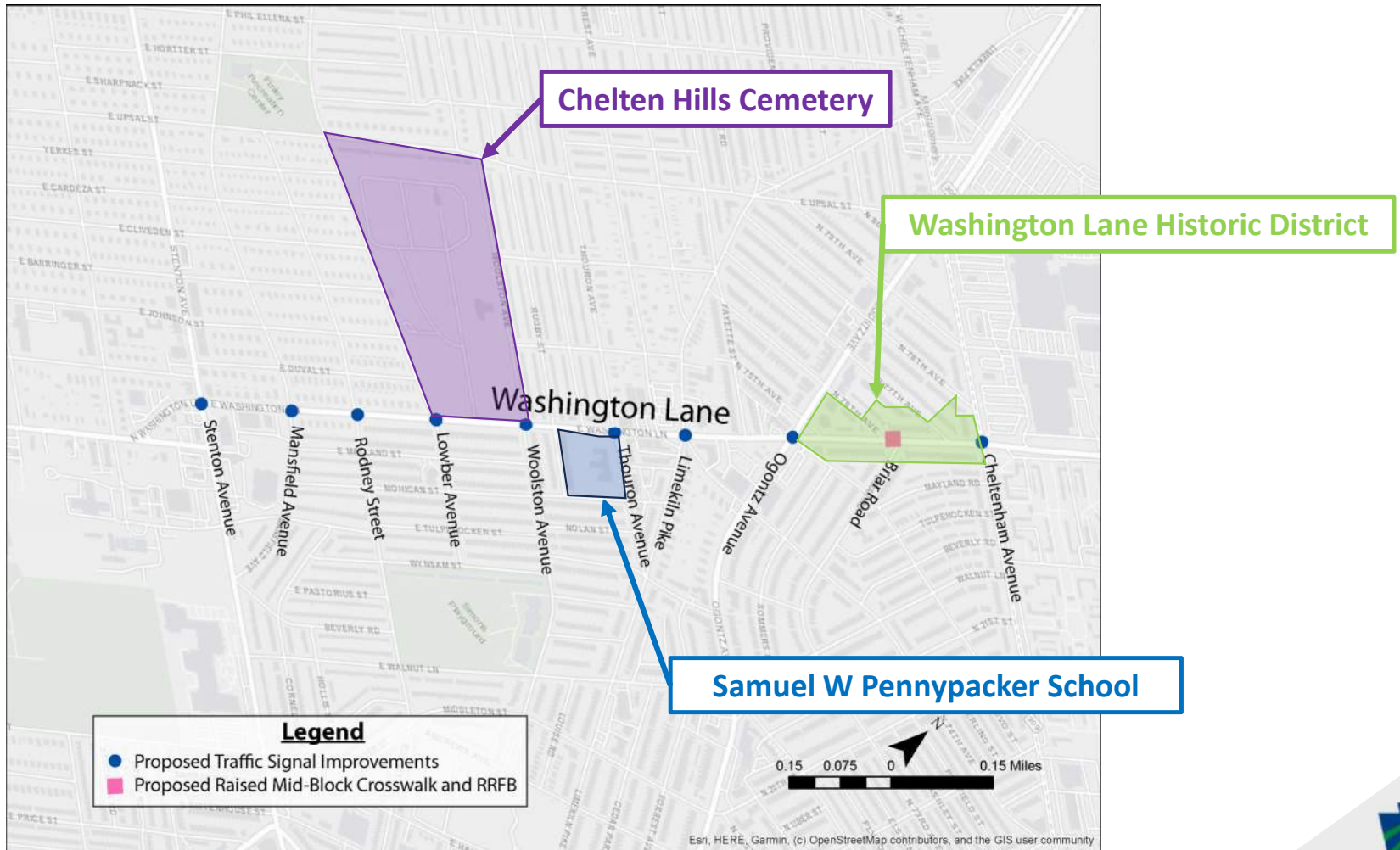
TRICT 6-0



PROJECT LOCATION



COMMUNITY CONTEXT



EXISTING CONDITIONS



Images provided by Google

Washington Lane (SR 4019)



PROJECT PURPOSE

Purpose

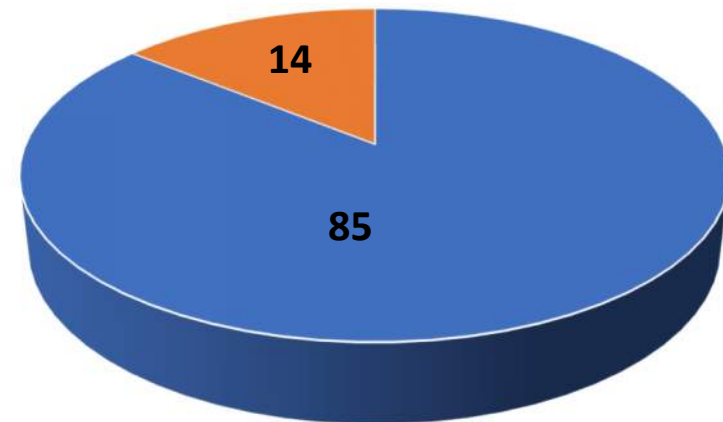
The purpose of this project is to reduce the number and severity of potential crashes along the corridor and to improve safety for pedestrians at the signalized intersections.

Need

The project corridor was identified by PennDOT as a corridor with a high percentage of fatal, injury and pedestrian crashes based on 2018-2022 crash data.

Crash Data

99 Total Crashes (2018-2022)



 Pedestrian involved

 Vehicular



PROJECT OVERVIEW

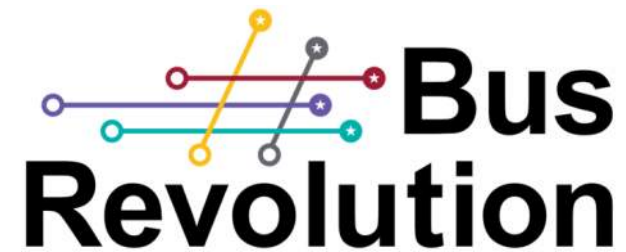


ROUTES:

L, 18, 6, 80, 16, 22

XH (along Washington Ln)

Future: 81 (along Washington Ln)



SAFETY IMPROVEMENTS

- Curb bump-outs at intersections
- Convert pedestal-mounted to mast arm signals
- Retroreflective backplates
- Pedestrian countdown timers
- Coordinating signals along Washington Lane
- Flashing beacons and raised crosswalks at 76th and Briar Rd



Reduction in overall crashes



13%

Reduction in Fatal/Injury crashes

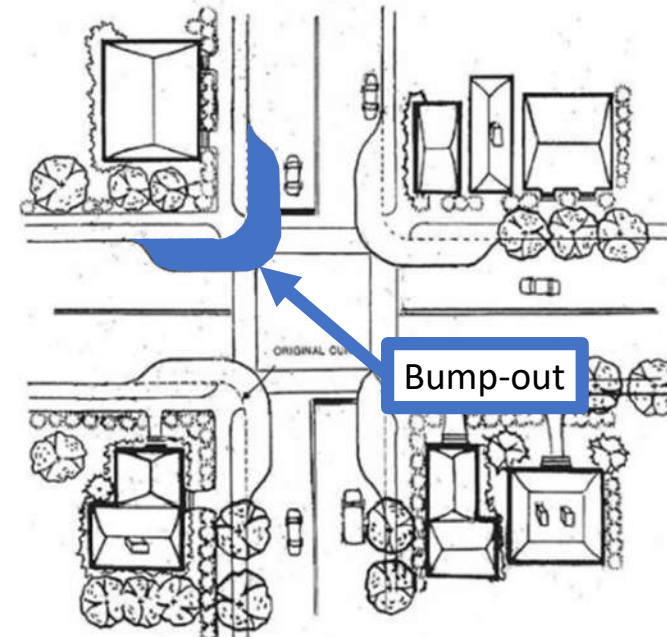


12%



SAFETY IMPROVEMENTS – BUMP-OUTS

- Decreases pedestrian crossing distance
- Have been shown to reduce vehicle travel speeds by 3-4 MPH
- Reducing speed of right-turning vehicles
- Improve pedestrian safety and visibility
- Prevent illegal parking close to intersections
- Pedestrian access directly to transit vehicles without entering street

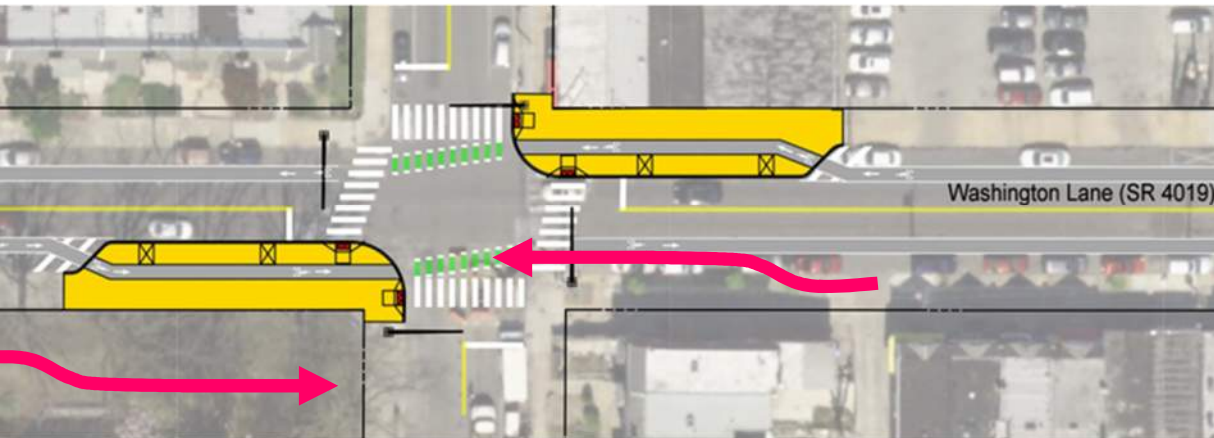


Source: USDOT



SAFETY IMPROVEMENTS – BUMP-OUTS

Bus Boarding Example



Source: Kelley Yemen - Seattle, WA



SAFETY IMPROVEMENTS – BUMP-OUTS

Bus Boarding Example



*Minneapolis-Saint Paul
Source: Kelley Yemen*



SAFETY IMPROVEMENTS – BUMP-OUTS

Curb Bump-Outs and ADA Ramps

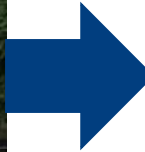


SAFETY IMPROVEMENTS

Signal Upgrades



Pedestal Mounted Signal



Mast Arm Signals



SAFETY IMPROVEMENTS

Signal Upgrades



Accessible Pedestrian Signal (APS) Push Button



Pedestrian Countdown Timer



Retroreflective Backplates



SAFETY IMPROVEMENTS

Upgraded Bike Lanes and Pavement Markings

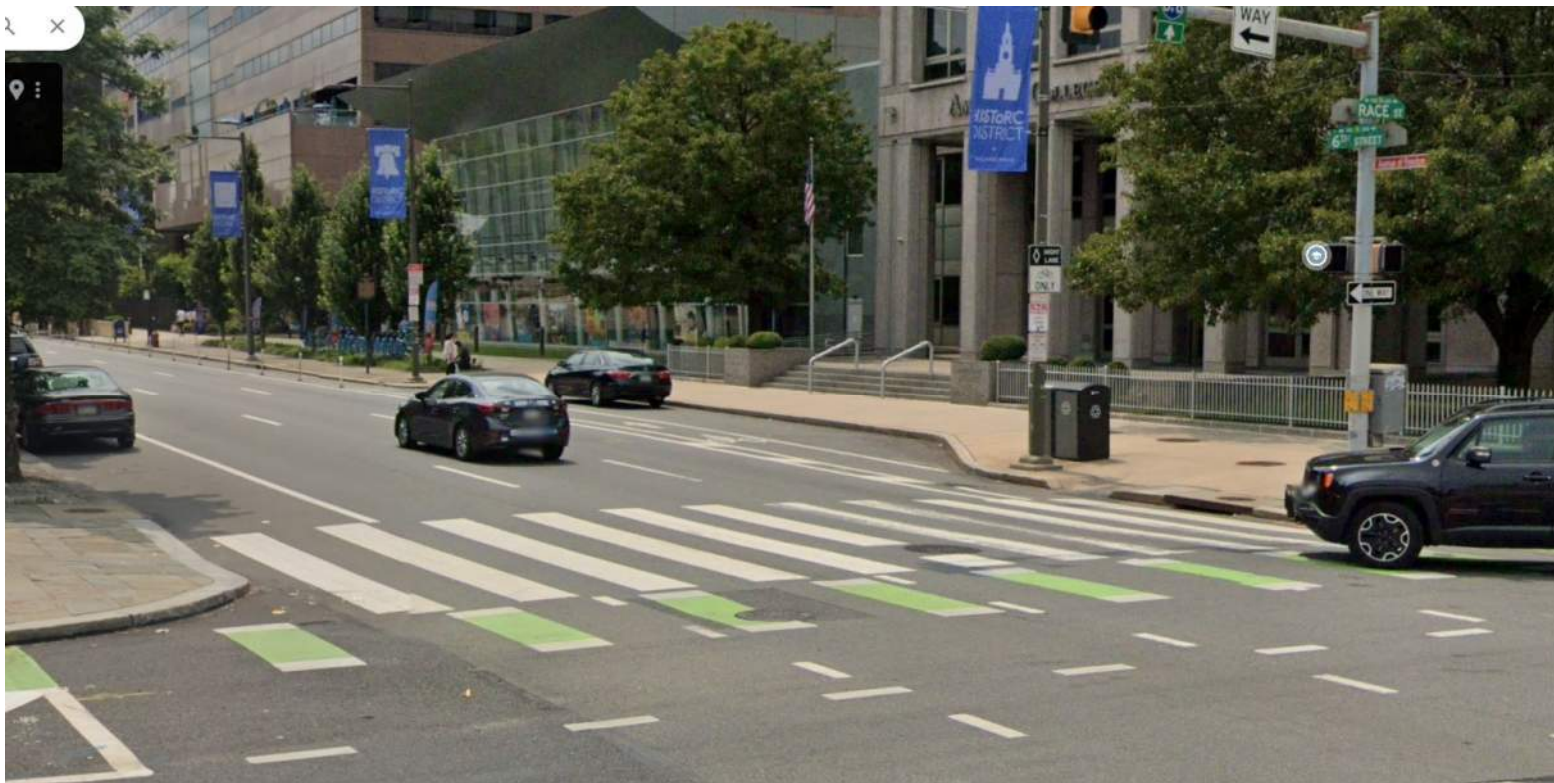


Image provided by Google



SAFETY IMPROVEMENTS

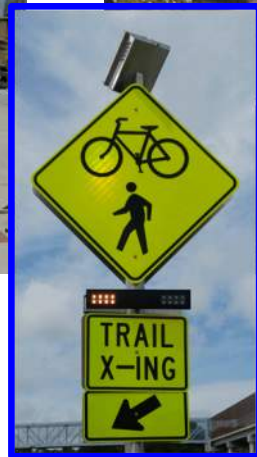
Rectangular Rapid Flashing Beacon (RRFB) and Raised Crosswalk @ 76th Ave/Briar Rd



RRFB



Raised Crosswalk



Safety Benefits:

RRFBs can reduce crashes up to:

47%

for pedestrian crashes.⁴

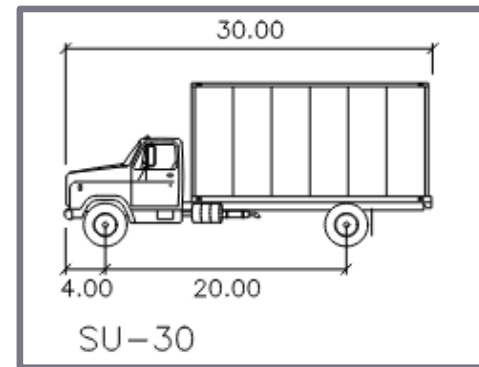
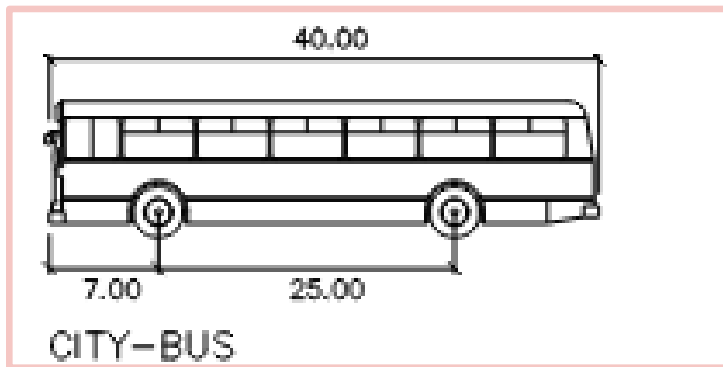
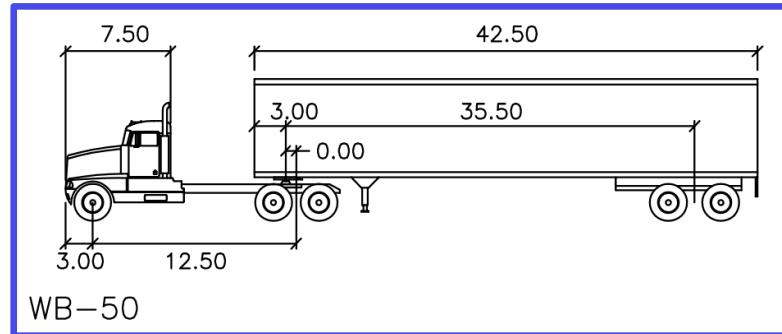
RRFBs can increase motorist yielding rates up to:

98%

varies by speed limit, number of lanes, crossing distance, and time of day.⁴



DESIGN VEHICLES



PROPOSED DESIGN



EXISTING CONDITION

1



Existing Green Stormwater Infrastructure (GSI)

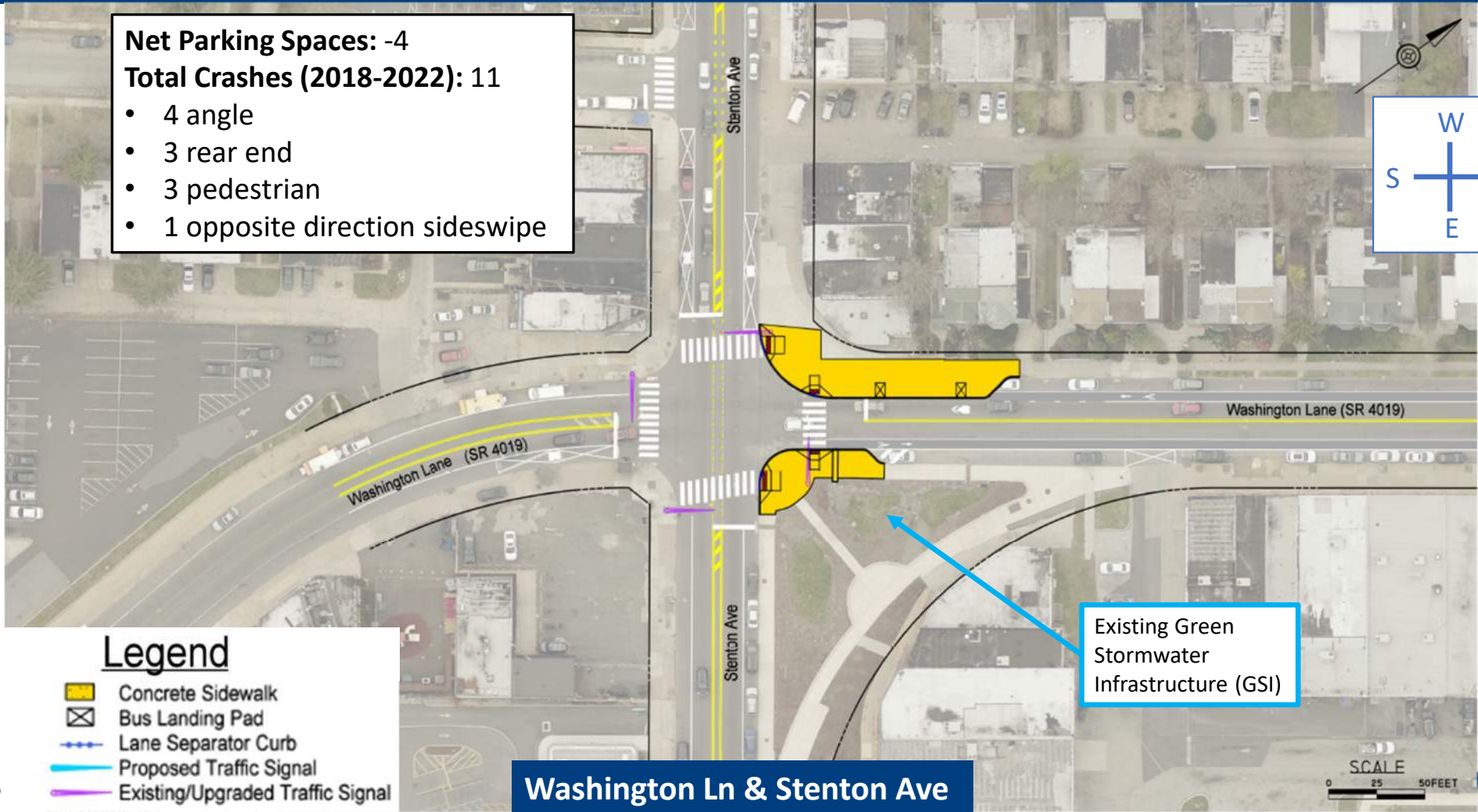


PROPOSED DESIGN

1

Net Parking Spaces: -4
Total Crashes (2018-2022): 11

- 4 angle
- 3 rear end
- 3 pedestrian
- 1 opposite direction sideswipe



Legend

- Concrete Sidewalk
- Bus Landing Pad
- Lane Separator Curb
- Proposed Traffic Signal
- Existing/Upgraded Traffic Signal

Washington Ln & Stenton Ave

25

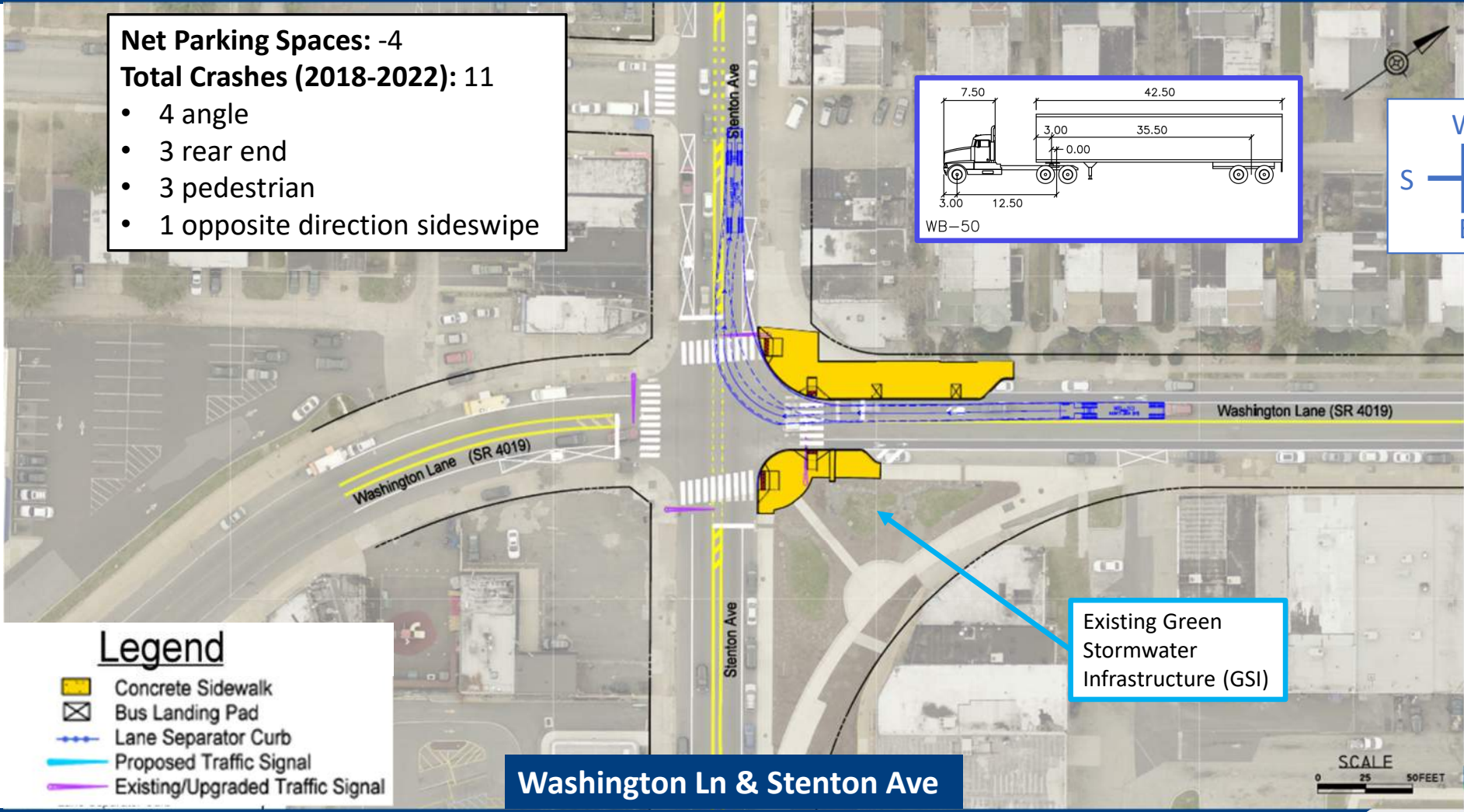
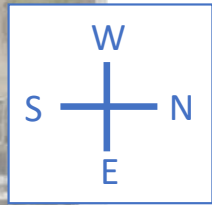
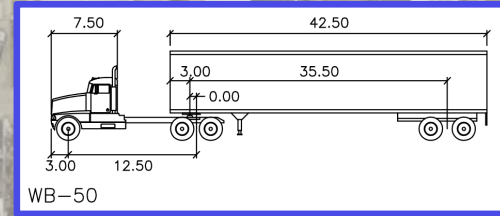


PROPOSED DESIGN

1

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Legend

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- Proposed Traffic Signal
- Existing/Upgraded Traffic Signal

Washington Ln & Stenton Ave



PROPOSED DESIGN



EXISTING CONDITION

2



28

Washington Ln & Mansfield Ave

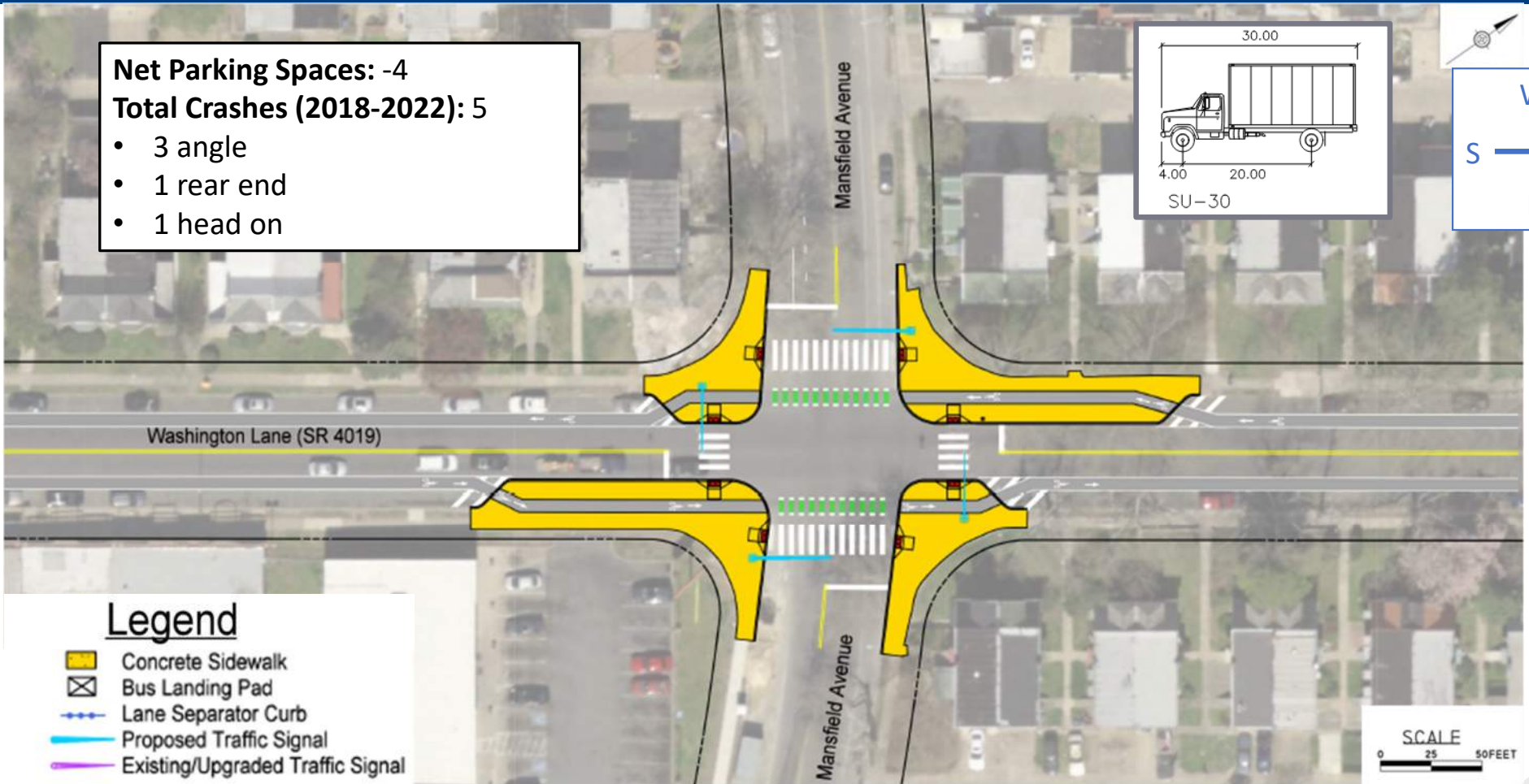
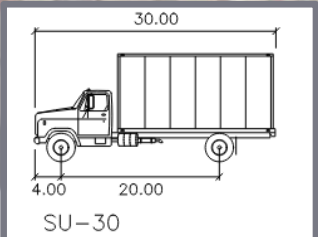


PROPOSED DESIGN

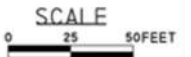
2

Net Parking Spaces: -4
Total Crashes (2018-2022): 5

- 3 angle
- 1 rear end
- 1 head on



- Legend**
- Concrete Sidewalk
 - Bus Landing Pad
 - Lane Separator Curb
 - Proposed Traffic Signal
 - Existing/Upgraded Traffic Signal



PROPOSED DESIGN



EXISTING CONDITION

3



31

Washington Ln & Rodney St

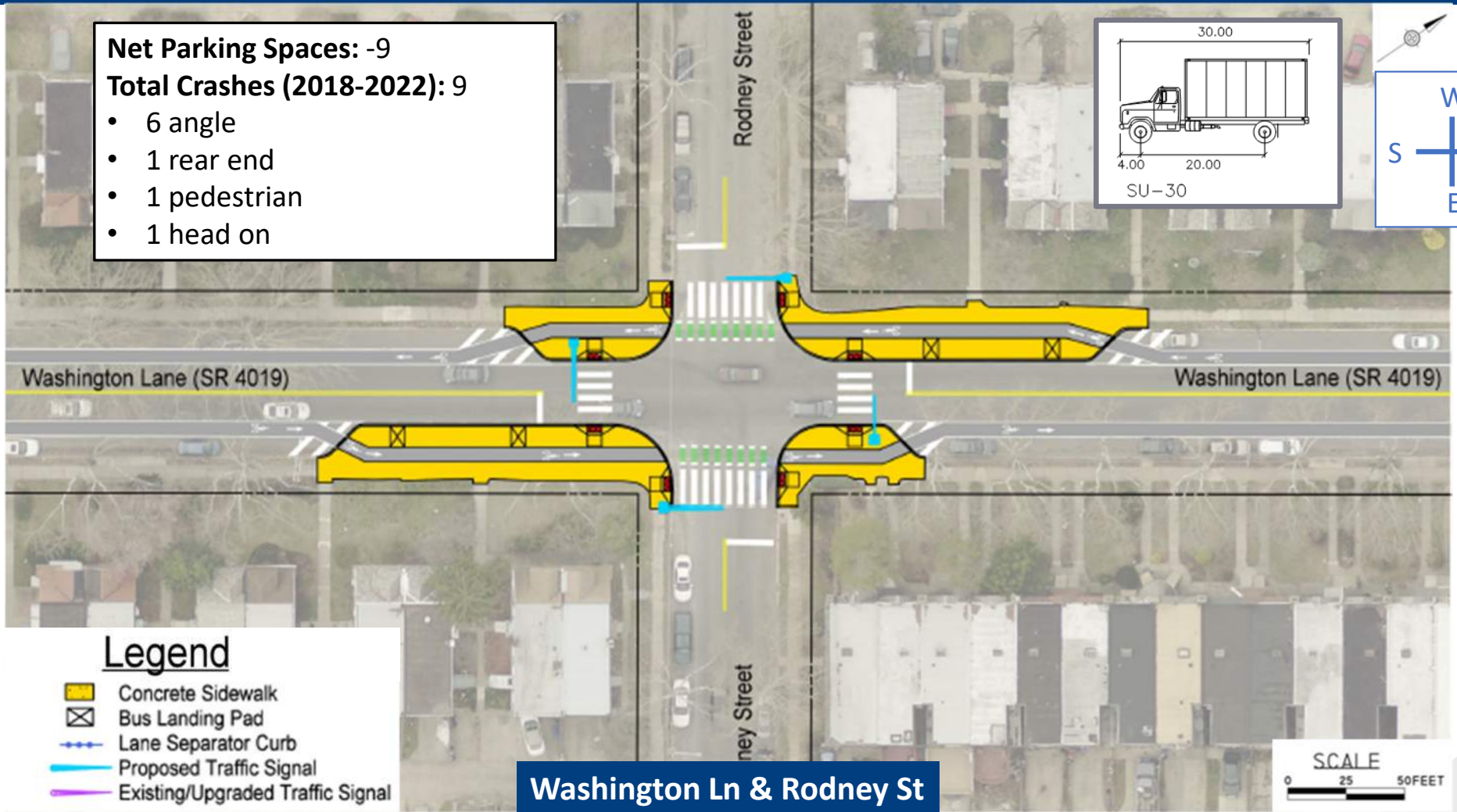
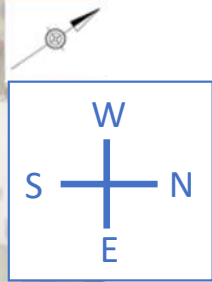
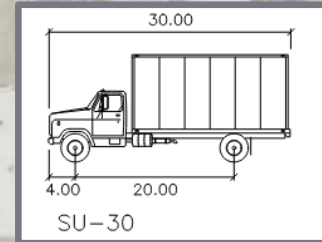


PROPOSED DESIGN

3

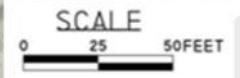
Net Parking Spaces: -9
Total Crashes (2018-2022): 9

- 6 angle
- 1 rear end
- 1 pedestrian
- 1 head on



Legend

- Concrete Sidewalk
- Bus Landing Pad
- Lane Separator Curb
- Proposed Traffic Signal
- Existing/Upgraded Traffic Signal



PROPOSED DESIGN



EXISTING CONDITION

4

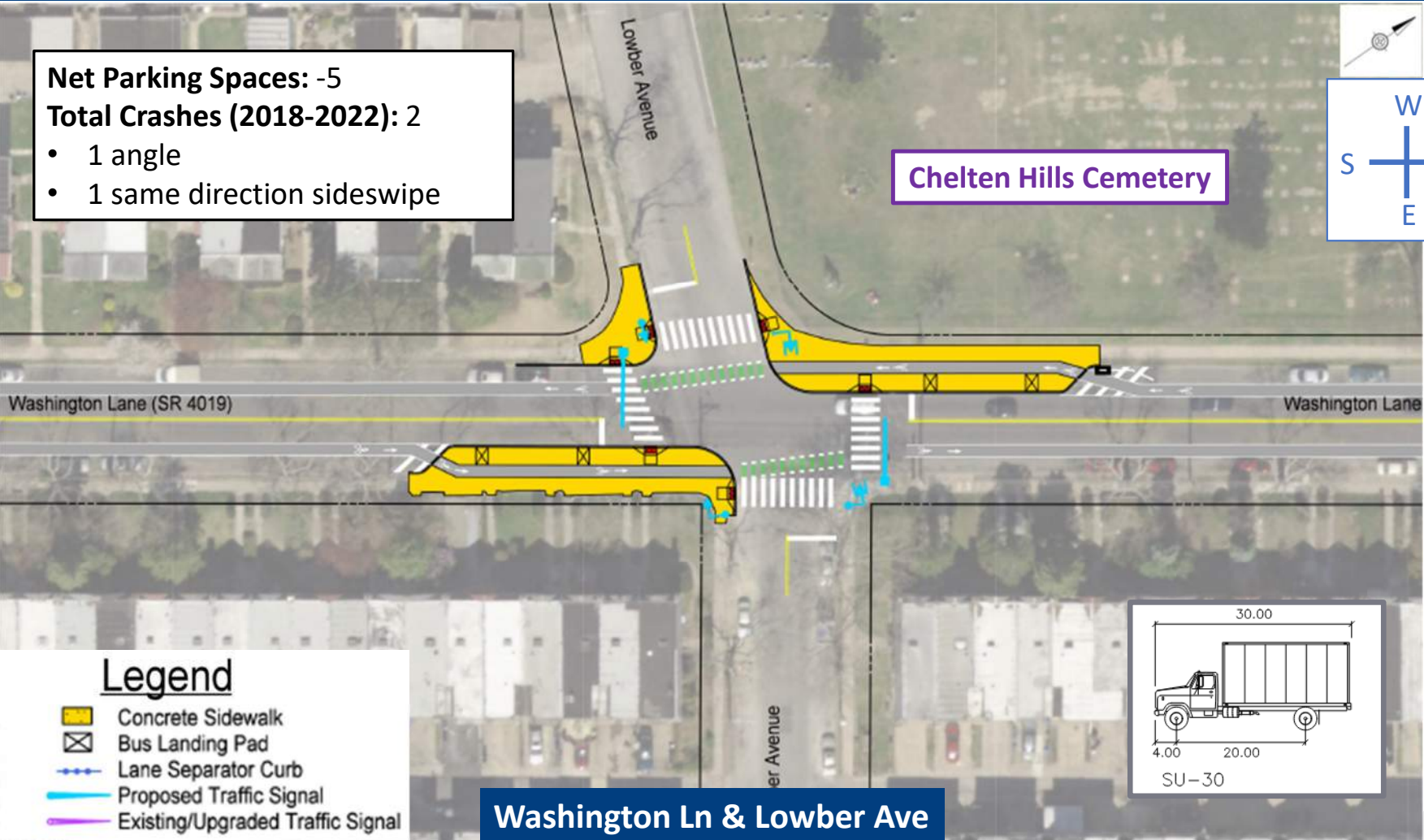


PROPOSED DESIGN

4

Net Parking Spaces: -5
Total Crashes (2018-2022): 2

- 1 angle
- 1 same direction sideswipe



Legend

- Concrete Sidewalk
- Bus Landing Pad
- Lane Separator Curb
- Proposed Traffic Signal
- Existing/Upgraded Traffic Signal

Washington Ln & Lower Ave



PROPOSED DESIGN



EXISTING CONDITION

5

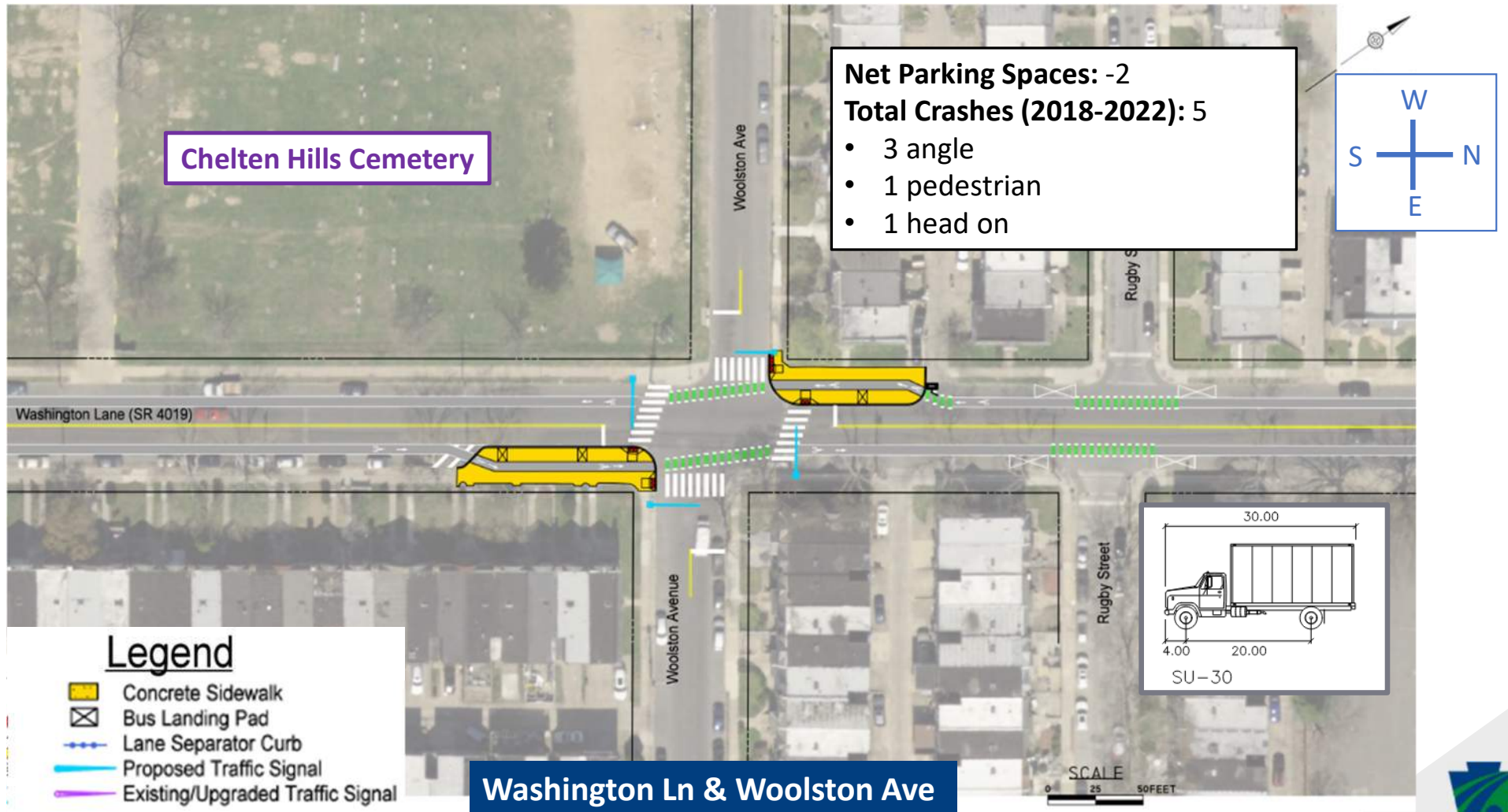


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PROPOSED DESIGN

5



PROPOSED DESIGN



EXISTING CONDITION

6



Samuel W Pennypacker School

Washington Ln & Thouron Ave

SCALE
0 25 50 FEET

40

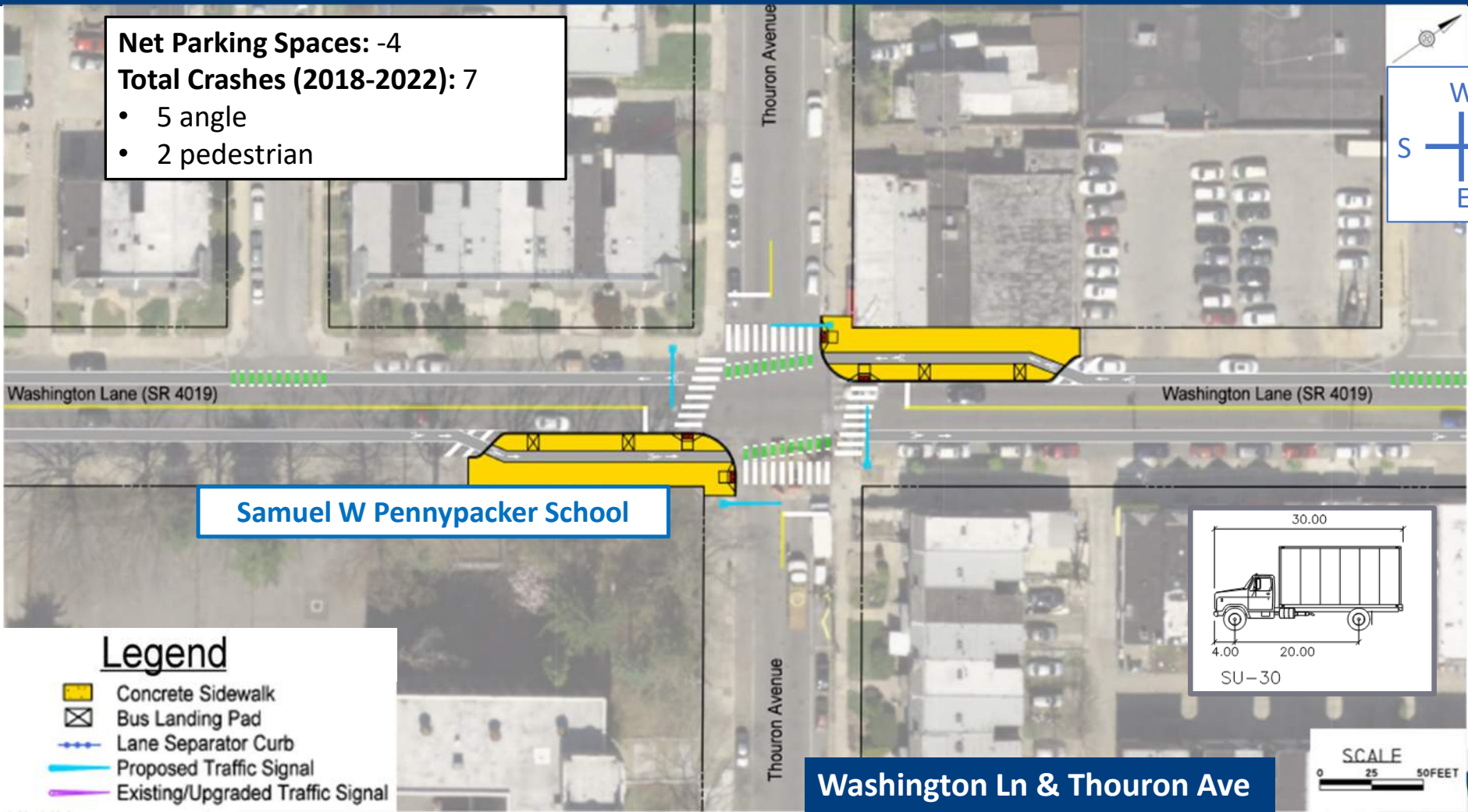


PROPOSED DESIGN

6

Net Parking Spaces: -4
Total Crashes (2018-2022): 7

- 5 angle
- 2 pedestrian



Washington Ln & Thouron Ave



PROPOSED DESIGN



EXISTING CONDITION

7



43

Washington Ln & Limekiln Pk



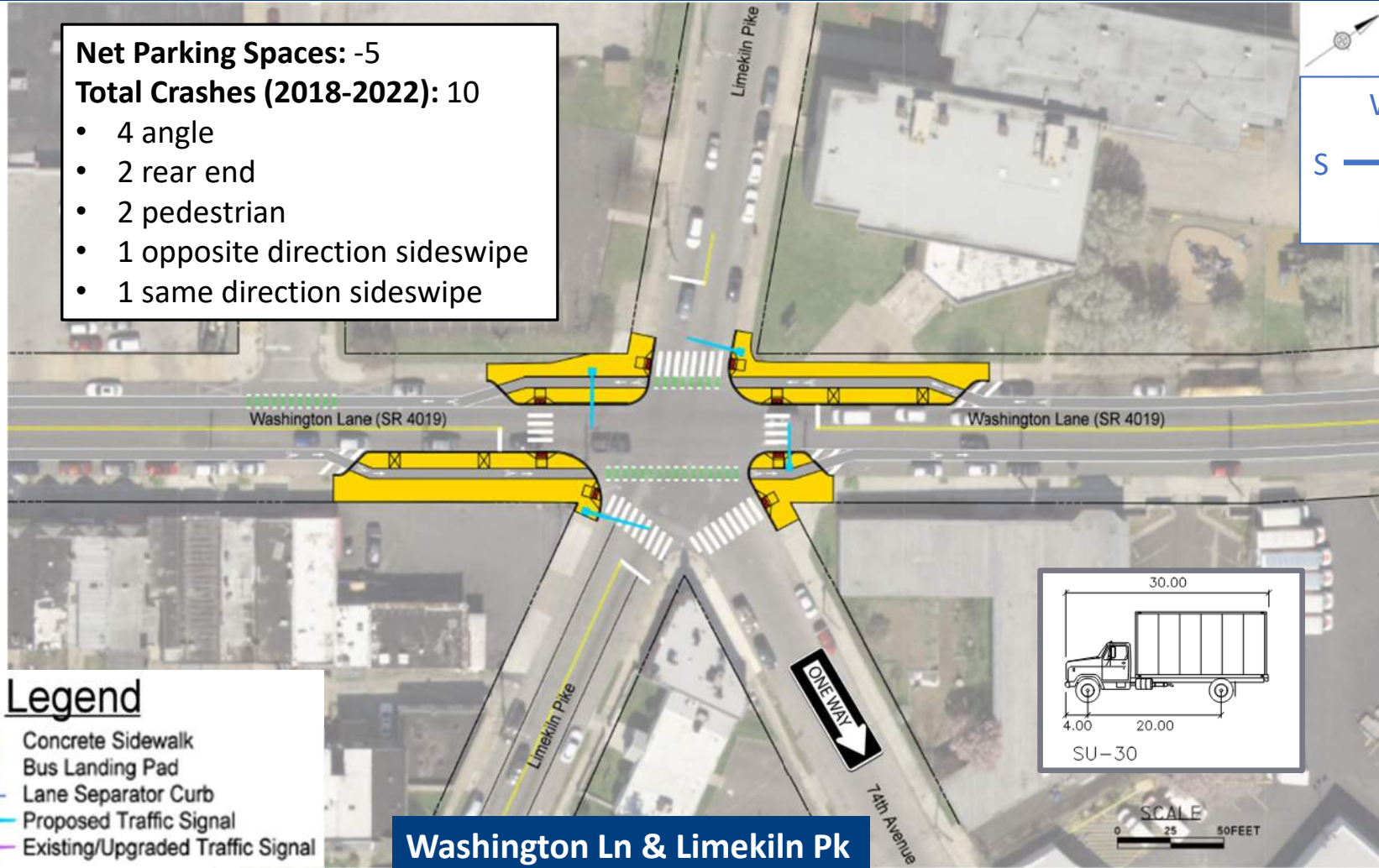
PROPOSED DESIGN

7

Net Parking Spaces: -5

Total Crashes (2018-2022): 10

- 4 angle
- 2 rear end
- 2 pedestrian
- 1 opposite direction sideswipe
- 1 same direction sideswipe



Legend

- Concrete Sidewalk
- Bus Landing Pad
- Lane Separator Curb
- Proposed Traffic Signal
- Existing/Upgraded Traffic Signal

Washington Ln & Limekiln Pk



PROPOSED DESIGN



EXISTING CONDITION

8



Washington Ln & Ogontz Ave

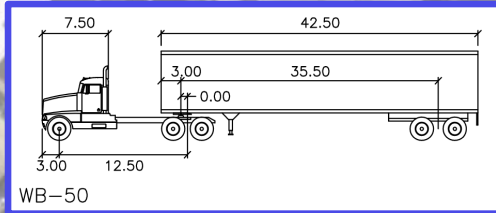
46



PROPOSED DESIGN

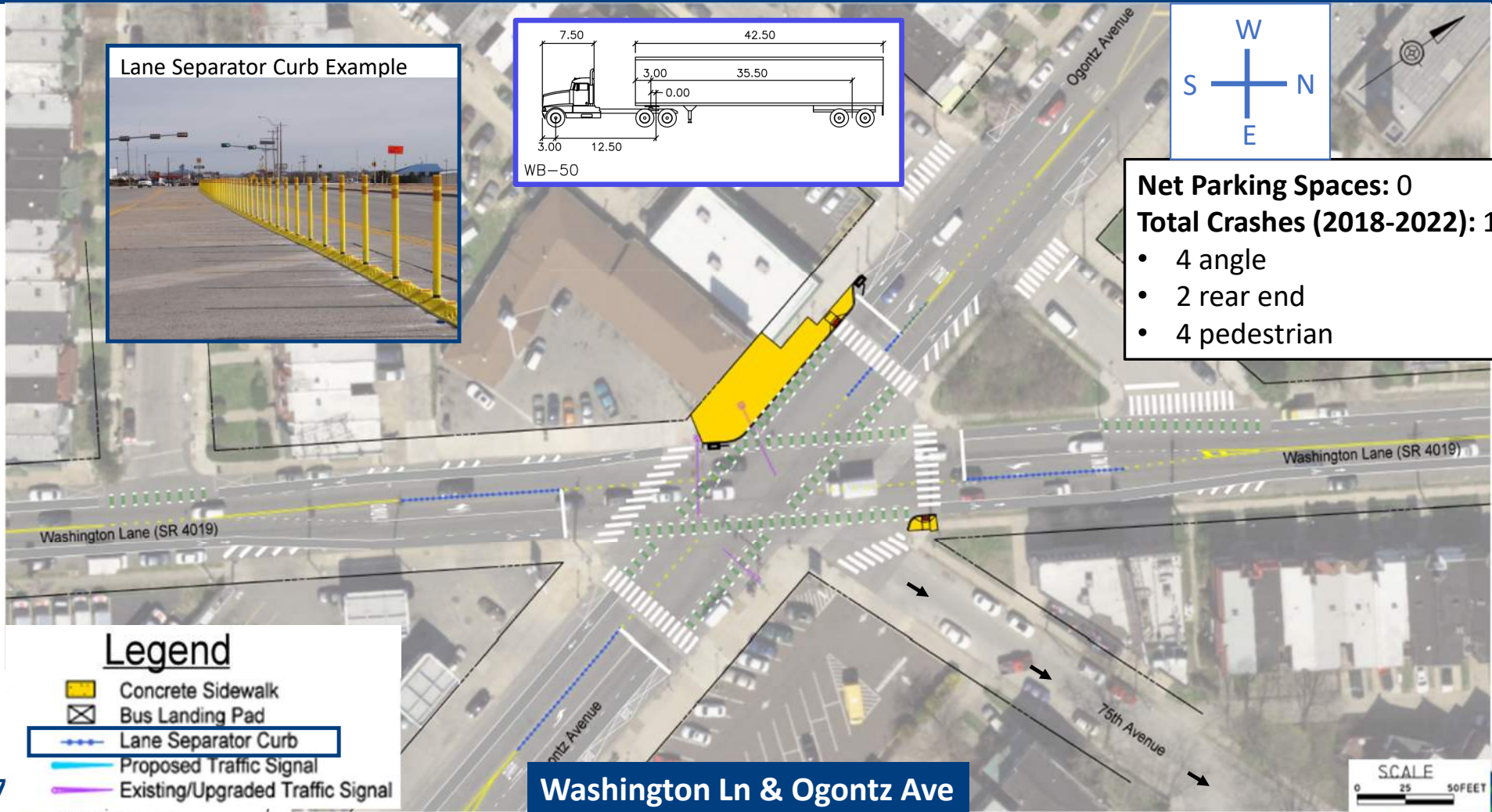
8

Lane Separator Curb Example



Net Parking Spaces: 0
Total Crashes (2018-2022): 10

- 4 angle
- 2 rear end
- 4 pedestrian



Legend

- Concrete Sidewalk
- Bus Landing Pad
- Lane Separator Curb
- Proposed Traffic Signal
- Existing/Upgraded Traffic Signal

Washington Ln & Ogontz Ave

47

SCALE
0 25 50 FEET



PROPOSED DESIGN



EXISTING CONDITION

8a



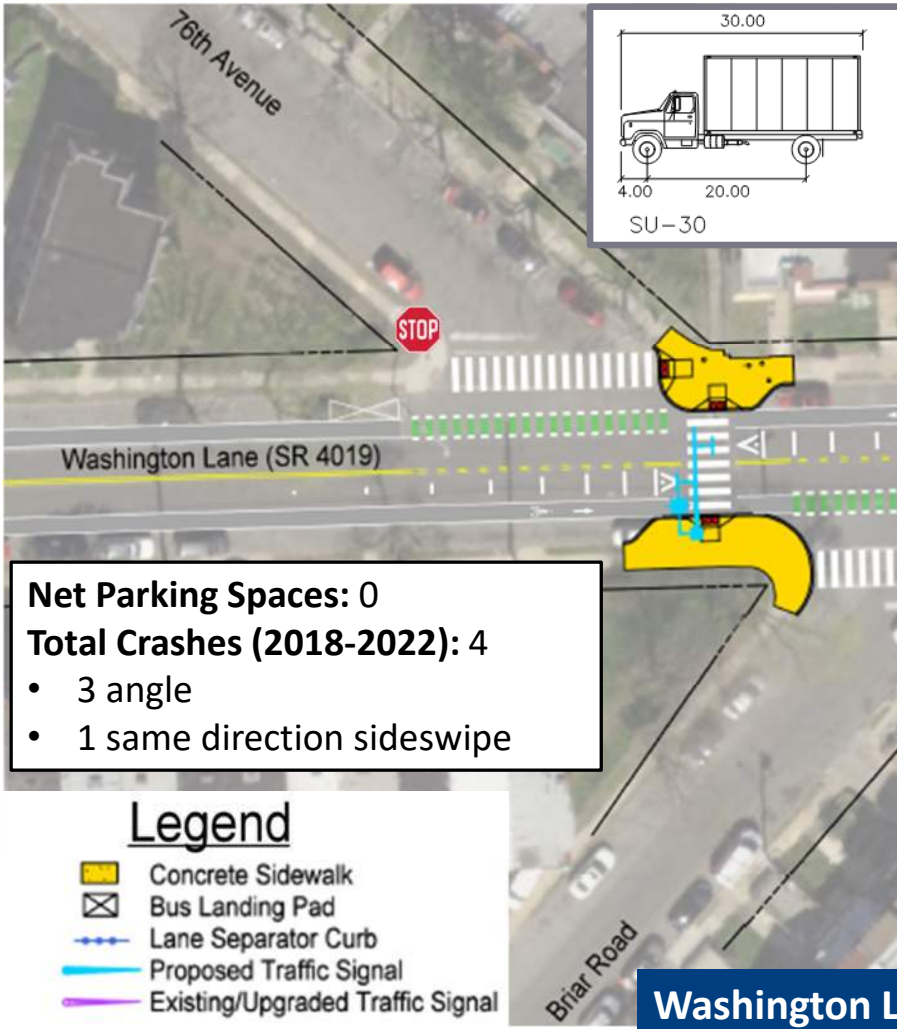
49

Washington Ln & 76th Ave/Briar Rd



PROPOSED DESIGN

8a



Raised Crosswalk Example



PROPOSED DESIGN



EXISTING CONDITION

9



52

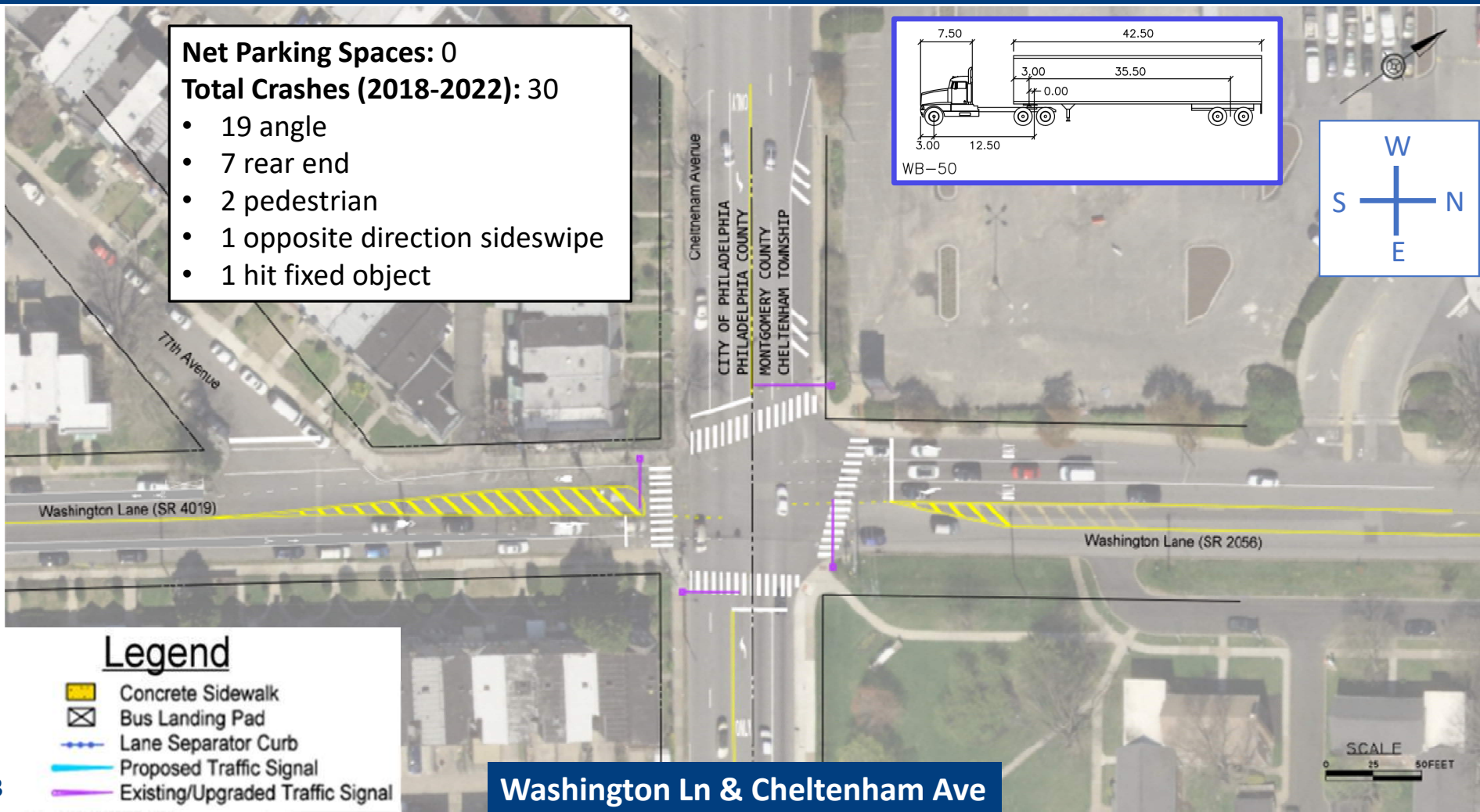
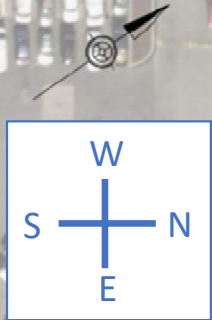
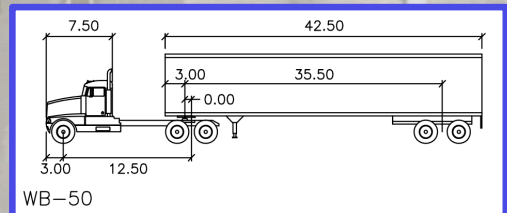


PROPOSED DESIGN

9

Net Parking Spaces: 0
Total Crashes (2018-2022): 30

- 19 angle
- 7 rear end
- 2 pedestrian
- 1 opposite direction sideswipe
- 1 hit fixed object

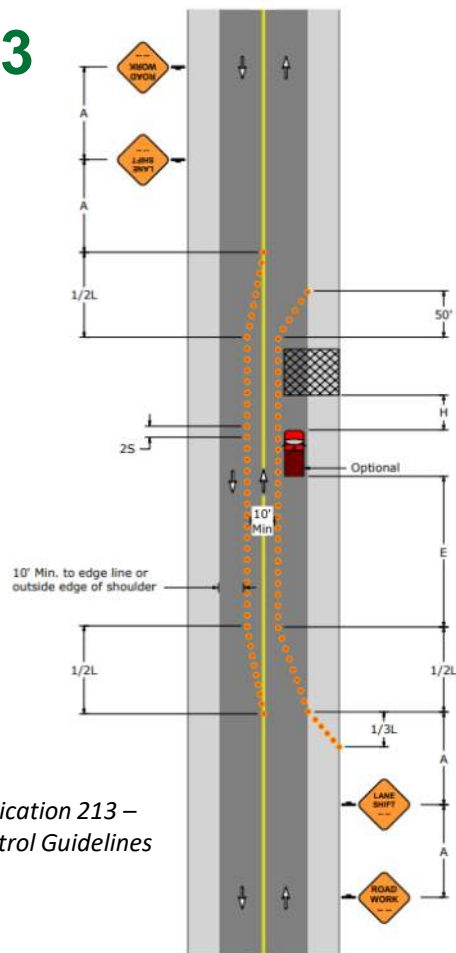


Washington Ln & Cheltenham Ave



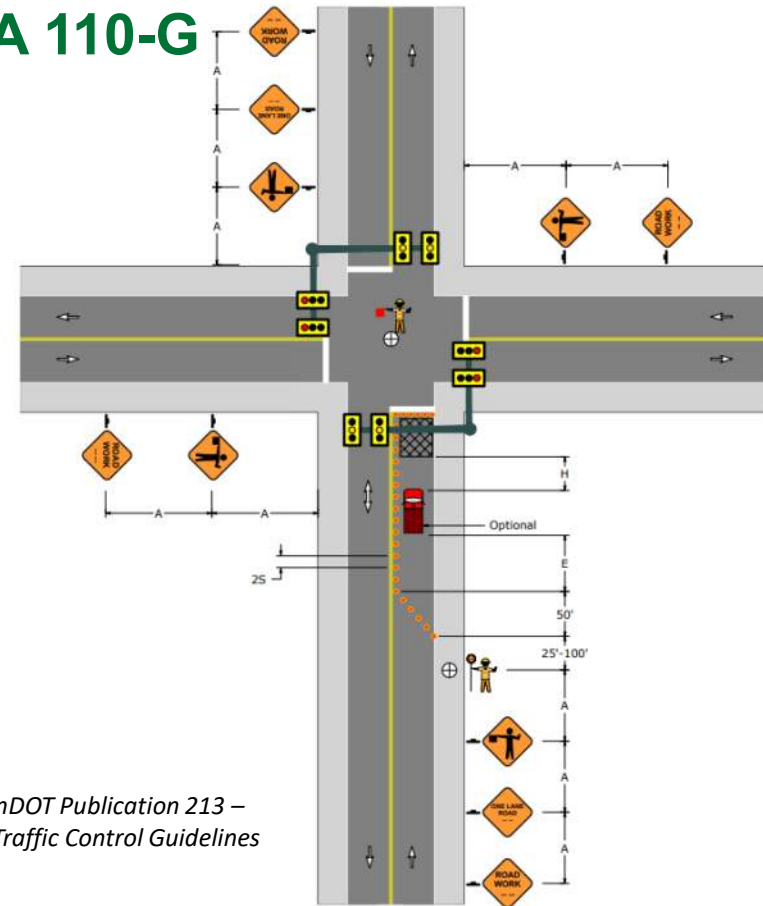
CONSTRUCTION STAGING

PATA 103



Source: PennDOT Publication 213 –
Temporary Traffic Control Guidelines

PATA 110-G

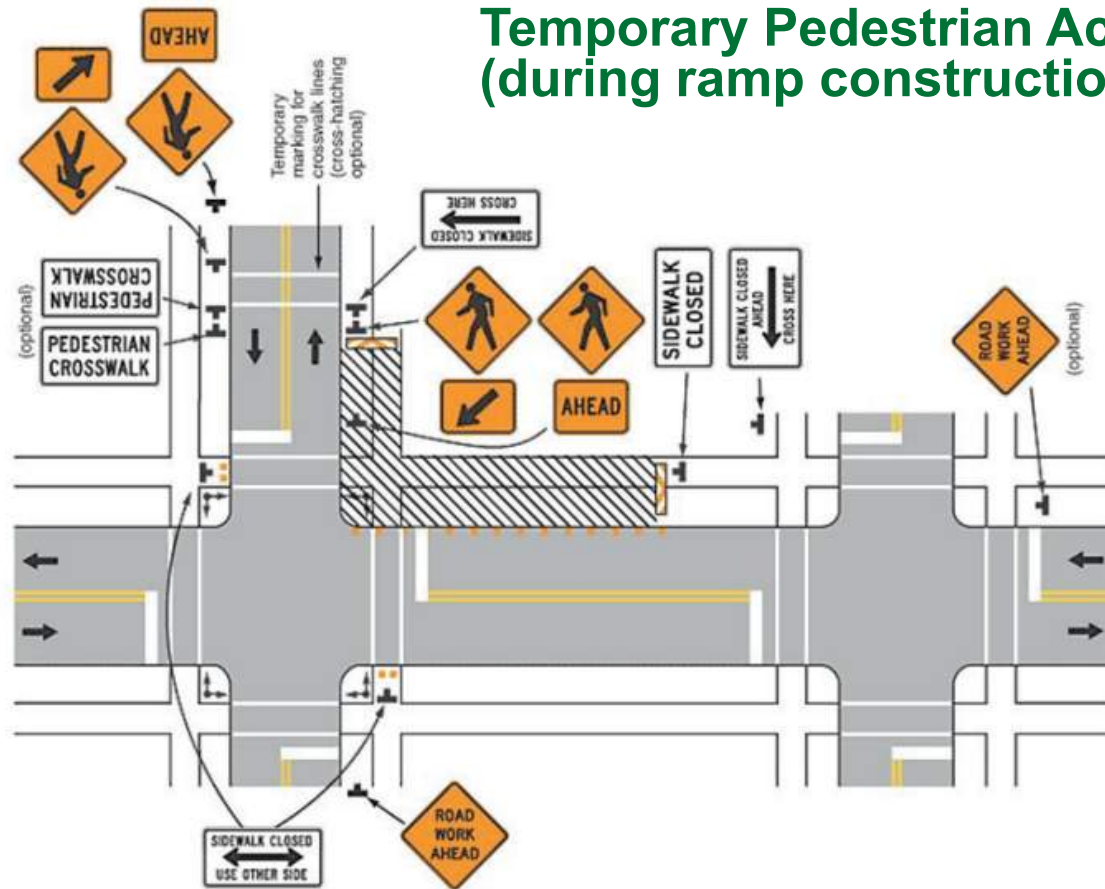


Source: PennDOT Publication 213 –
Temporary Traffic Control Guidelines

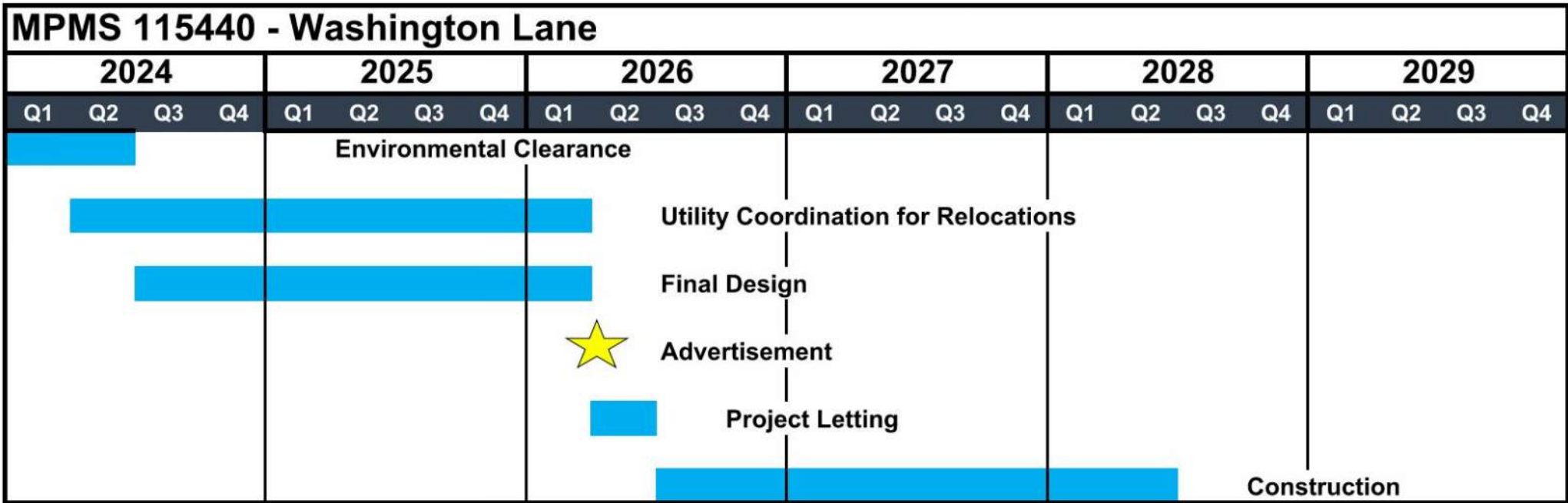


CONSTRUCTION STAGING-PEDESTRIANS

Temporary Pedestrian Access Route (during ramp construction) – (TPAR)



PROJECT SCHEDULE



QUESTIONS?

THANK YOU

Contact Information

Consultant Project Manager, Nathan Parrish, P.E.

c-nparrish@pa.gov

For more information about roundabouts:

<https://www.penndot.pa.gov/ProjectAndPrograms/RoadDesignEnvironment/RoadDesign/Pages/Roundabouts.aspx>

To comment, visit:

[https://www.penndot.pa.gov/RegionalOffices/district-](https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/Philadelphia/Pages/Washington-Lane-Corridor-Safety-Improvements.aspx)

[6/ConstructionsProjectsAndRoadwork/Philadelphia/Pages/Washington-Lane-Corridor-Safety-Improvements.aspx](https://www.penndot.pa.gov/RegionalOffices/district-6/ConstructionsProjectsAndRoadwork/Philadelphia/Pages/Washington-Lane-Corridor-Safety-Improvements.aspx)

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