

Sean Greene
Regional Technical Committee
September 8, 2020

CMAQ Performance Targets and Interim Performance Plan

Background

What is CMAQ?

- Federal program to fund projects that reduce congestion and improve air quality

MAP 21 required US DOT to establish Transportation Performance Measures for the CMAQ program

- Known as PM3 regulation
 - Subpart G – Congestion Measures
 - Subpart H – On-Road Mobile Source Emissions

Today's Presentation

- PM3 Requirements
- Performance Measures
- Interim Performance Plan
- Requested Action

FHWA PM3 Rule Requires...

1. Establishment of 2-and 4-year Targets (Regions >1M people and in NAA)
 - Congestion Measures for UZA
 - CMAQ Emissions Reductions Measures for MPO region and state
2. Interim Performance Plan
 - Provides the chance to adjust targets
3. Performance reports from states due to FHWA by October 1, 2020

What are the Congestions Measures?

Unified targets for entire UZA

1. Peak Hour Excessive Delay (PHED)
 - Annual per capita delay on the NHS system
 - Data extracted from RITIS Probe Data Analytics Suite
2. Percent Non-SOV travel
 - U.S. Census 5-Year Estimates

How Were the Targets Established?

Discussion and Collaboration

- MPOs and DOTs in affected UZAs held a series of meetings in spring of 2018 and summer of 2020
- Targets established by consensus

Congestion Targets and 2-Year Performance - PHED

Baseline <i>(annual hours per capita)</i>	Two-Year Target Optional <i>(annual hours per capita)</i>	Two-Year Performance Measurement <i>(annual hours per capita)</i>	Four-Year Target <i>(annual hours per capita)</i>
Philadelphia UZA			
16.8	17.0	14.6	17.2
New York-Newark UZA			
20.0	N/A	22.2	22.0

Congestion Targets and 2-Year Performance – Percent Non-SOV Travel

Baseline	Two-Year Target	Two-Year Measurement	Four-Year Target
Philadelphia UZA			
27.9%	28.0%	28.2%	28.1%
New York-Newark UZA			
51.6%	51.6%	51.7%	51.7%

Performance Results

Two-Year Performance surpassed or is meeting two- and four-year targets for Philadelphia and New York-Newark UZAs.

Adjusting the Targets

- MPOs and state DOTs in each UZA reviewed performance measures and targets
- Have agreed to NOT ADJUST 4-year congestion targets
 - Data issues
 - Uncertainty of future travel patterns due to COVID-19 pandemic

Emissions Performance Measure

CMAQ Program Eligibility

- Projects must show emissions reductions
- DOTs report emissions benefits for authorized projects in annual report to FHWA
- Data is stored in FHWA CMAQ Public Access System (PAS)

Emissions Reductions Requirements

Targets

- DOTs must set statewide 2- and 4-Year Targets for emissions reductions from CMAQ funded projects
- MPOs must either develop targets or adopt state targets for MPO area
- DVRPC is adopting state developed targets

How Were the Targets Established?

- **Discussion and Collaboration**
 - MPOs and DOTs collaborated on Emissions Measure for regional and statewide emissions targets and performance
 - Statewide targets incorporate MPO targets

Results (DVRPC Performance Pennsylvania)

Pollutant	Emissions Reduction (Kg/day)		
	2018-2019 2-year Target	2-Year Performance	2020-2021 4-year Target
VOC Emissions	37.61	142.8	69.31
NO _x Emissions	23.42	652.4	42.50
PM _{2.5} Emissions	1.08	24.21	2.06
CO Emissions	282.74	NA	NA

Results (DVRPC Performance Pennsylvania)

Pollutant	Emissions Reduction (Kg/day)		
	2018-2019 2-year Target	2-Year Performance	2020-2021 4-year Target
VOC Emissions	1.45	142.8	2.864
NO _x Emissions	7.453	652.4	14.861
PM _{2.5} Emissions	2.627	24.21	5.253
CO Emissions	N/A	NA	N/A

Performance Results

- **Two-Year Performance surpassed two and four-year targets for PA and NJ**
 - Transit flex emissions benefits included in PAS for first time in 2018
 - TDM projects that expected to be listed as “recurring” were counted in 2018
 - In NJ, Statewide projects contributed to regional goals

Adjusting the Targets

- **Pennsylvania**

- DVRPC not adjusting Regional targets but removing CO (no longer applicable)
- PennDOT adjusting statewide targets due to issues in other regions

- **New Jersey**

- NJDOT and MPOs agreed to not adjust targets

Performance Plan

Applicability and Requirements

- All measures
 - Two-year performance
 - Congestion measures for UZA (Philadelphia and NYC-Newark)
 - Mobile Source Emissions for MPO area separated by state
 - Adjusted Targets
- Emissions measures
 - List projects contributing to performance
 - Identify projects that have changed, been added or deleted
 - Identify projects that support 4-year targets
 - Narrative description of programmed projects and benefits

Action Proposed

That the Regional Technical Committee (RTC) recommends that the Board adopt the Subpart H mobile-source emissions performance targets established by PennDOT and NJDOT in 2020 and approves DVRPC to submit the CMAQ Interim Performance Plan for 2018-2019 to the state DOTs for submission to FHWA.

Thank You!



Questions?

Sean Greene | sgreene@dvrpc.org



FEDERAL FUNCTIONAL CLASS SYSTEM CHANGES

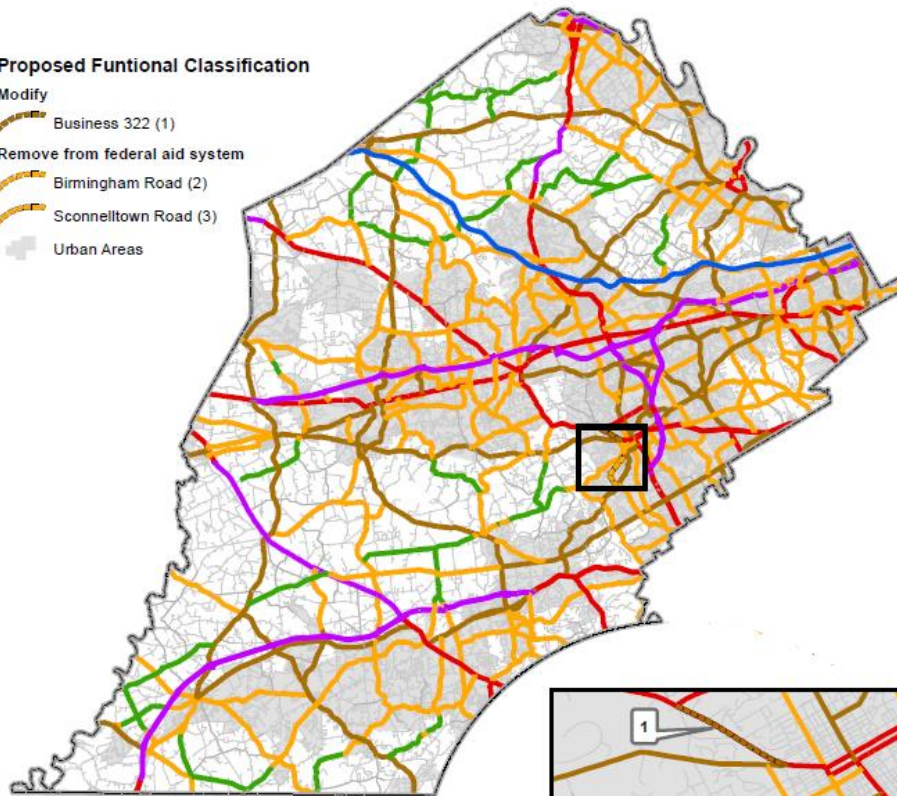
East Bradford Twp,
Chester County, and
Philadelphia Navy Yard

September 8, 2020
RTC Meeting

Matthew T. Gates

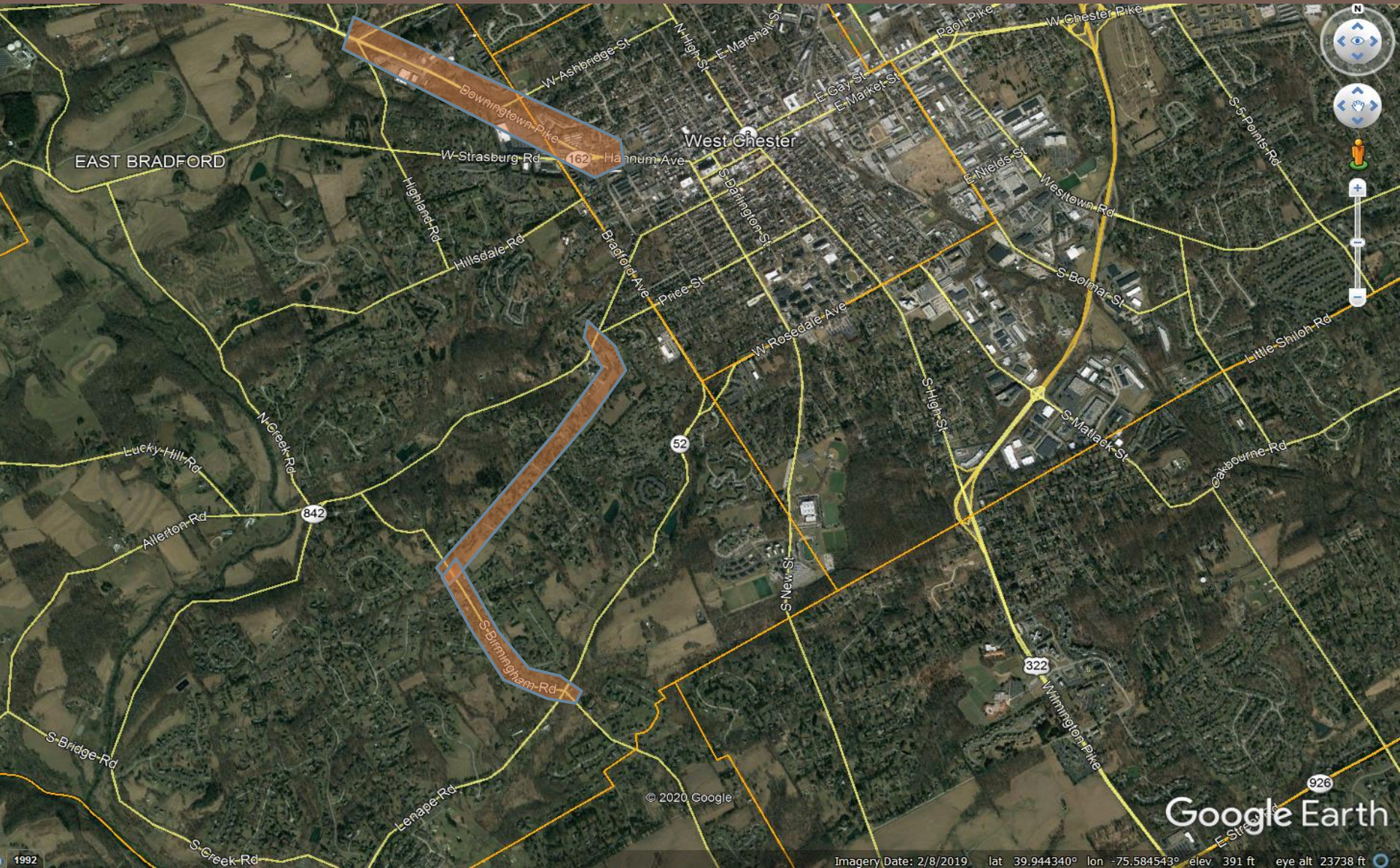
East Bradford Township

Proposed Federal-Aid Functional Classification Revisions Chester County, PA



- 1. Business 322 from US 322 Bypass to PA 162
- 2. Birmingham Road from PA 52 to Sconnelltown Road
- 3. Sconnelltown Road from Birmingham Road to PA 842

East Bradford Township



EAST BRADFORD

West Chester

52

842

322

926

© 2020 Google

Imagery Date: 2/8/2019 lat 39.944340° lon -75.584543° elev 391 ft eye alt 23738 ft

Google Earth

1992

Federal Functional Classification Changes

- Change from Other Principal Arterial (FC 3) to Minor Arterial (FC 4)
 - Business 322 (SR 3072) Segments 0010-0012 (1.00 miles)
- Change from Major Collector (FC 5) to Local Road (FC 7) and remove from Federal-Aid System
 - Birmingham Road (SR 2001) Segment 0070 (0.70 miles)
 - Sconnelltown Road (SR G106) Segments 0010-0020 (1.10 miles)

Action Requested



That RTC recommend the Board approve the Federal Functional Classification changes in East Bradford Township, Chester County.

January 12, 2021

February 9, 2021

March 9, 2021

April 6, 2021

May 11, 2021

June 8, 2021

July 6, 2021

September 7, 2021

October 12, 2021

November 9, 2021

FHWA Safety Performance Measures Regional Target Setting

**Regional Technical Committee
September 8, 2020**

Contact: kmurphy@dvrpc.org



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Today's update:

- Review of the target discussion at the June RTC meeting
- New data
- Forthcoming processes
- Next steps

Why Consider Regional Safety Targets?

- Persistent regional crash trends
- Rising vulnerable user KSI trend
- Need for regional alignment of safety priorities at the local, city, county, state levels
- Speaking with one voice reinforces safety objectives

Why Consider Regional Safety Targets Now?

- DVRPC's TIP-LRP Project Benefit Evaluation Criteria:
 - Safety is the heaviest-weighted criteria
- RTSF goal: *To reduce roadway crashes and eliminate serious injuries and fatalities from crashes in the Delaware Valley*
 - RSTF 2020: Focus on Traffic Safety Culture
- PA and NJ Toward Zero Deaths goals
 - Included in current SHSP's of both states
- Philadelphia Vision Zero
- TSAP update
- DVRPC's Connections LRP update

Regional Target-Setting Process Progress to Date

- ✓ Form subcommittee at June 2020 RTC meeting
 - ✓ Send follow-up email
 - ✓ Notify state and federal partners of our intent and schedule
- ✓ Update crash data trends for the 9-county region **w/2018 data**
- ✓ Research target-setting methodologies
 - Conduct iterative analysis to understand the implications of target scenarios
 - Design programmatic recommendations to advance identified regional targets
 - Present consensus-driven recommendations to DVRPC Board January 2021

Timeline and Process

- **When are MPO targets due?**
 - **February 27 of each year** (*within 180 days of states' establishing and reporting HSIP targets on August 31*)
 - Would require January Board action at the latest
- **Where do MPOs report targets?**
 - MPOs *do not* report their HSIP targets directly to FHWA
 - States and MPO mutually agree on how MPO targets are reported to respective DOTs

FHWA Safety Performance Management Measures

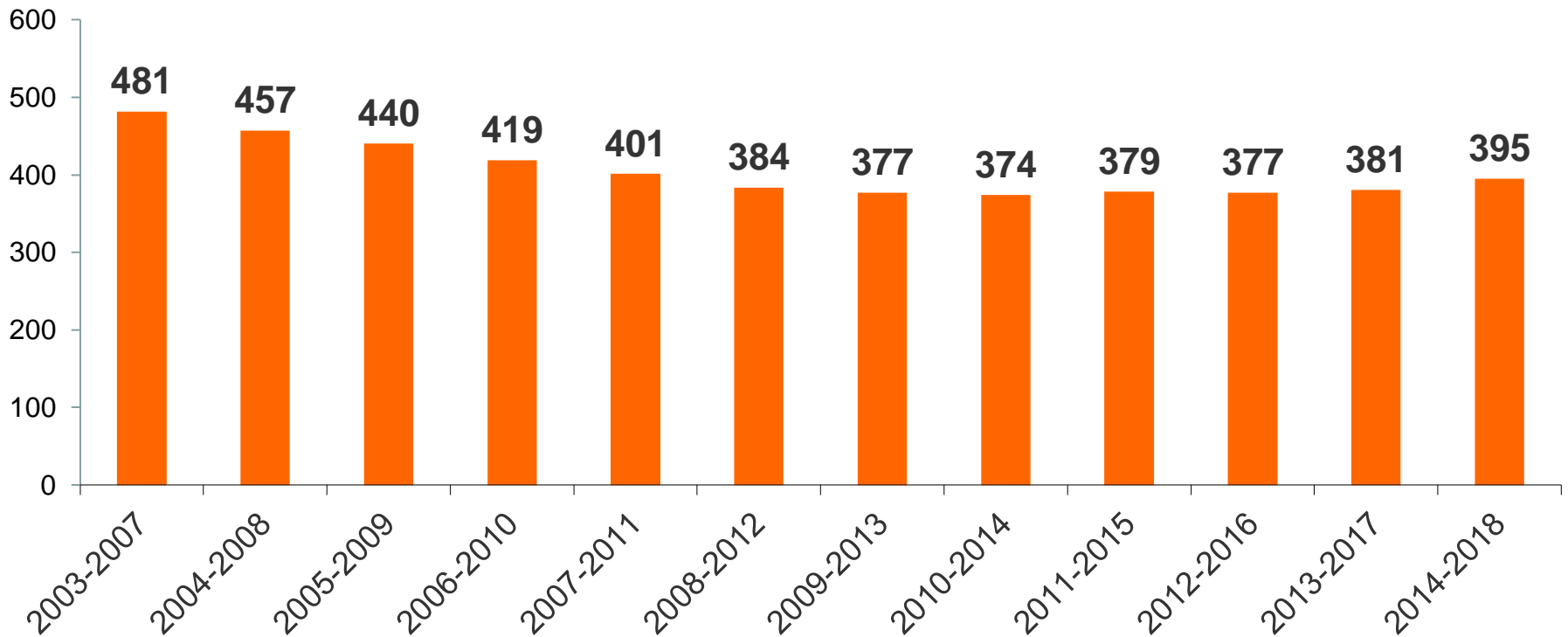
The Safety PM Final Rule requires that State DOTs *and* metropolitan planning organizations (MPOs) establish targets for five safety performance measures:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and serious injuries – people killed or severely injured while walking or biking

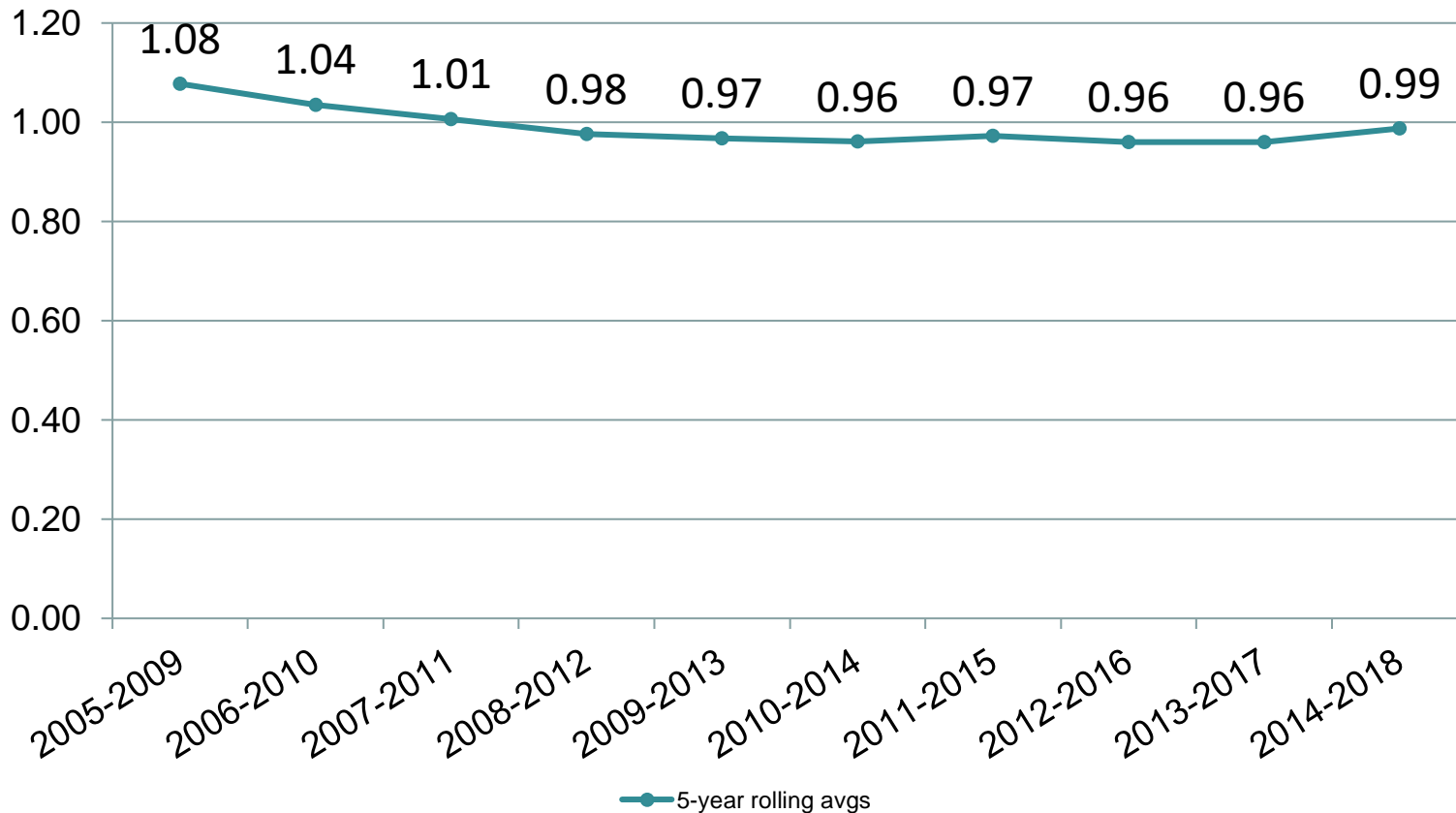
Metric: 5-year rolling averages of crash data

Regional 5-Year Rolling Average Data

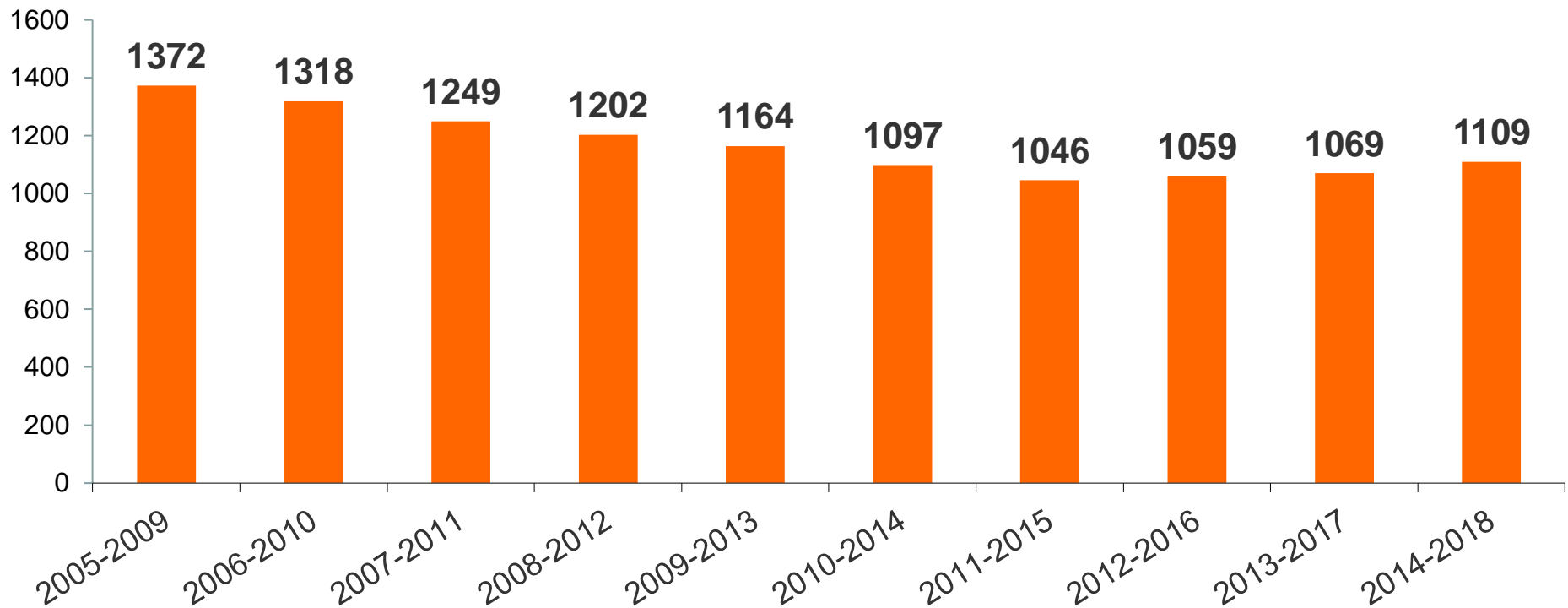
Fatalities



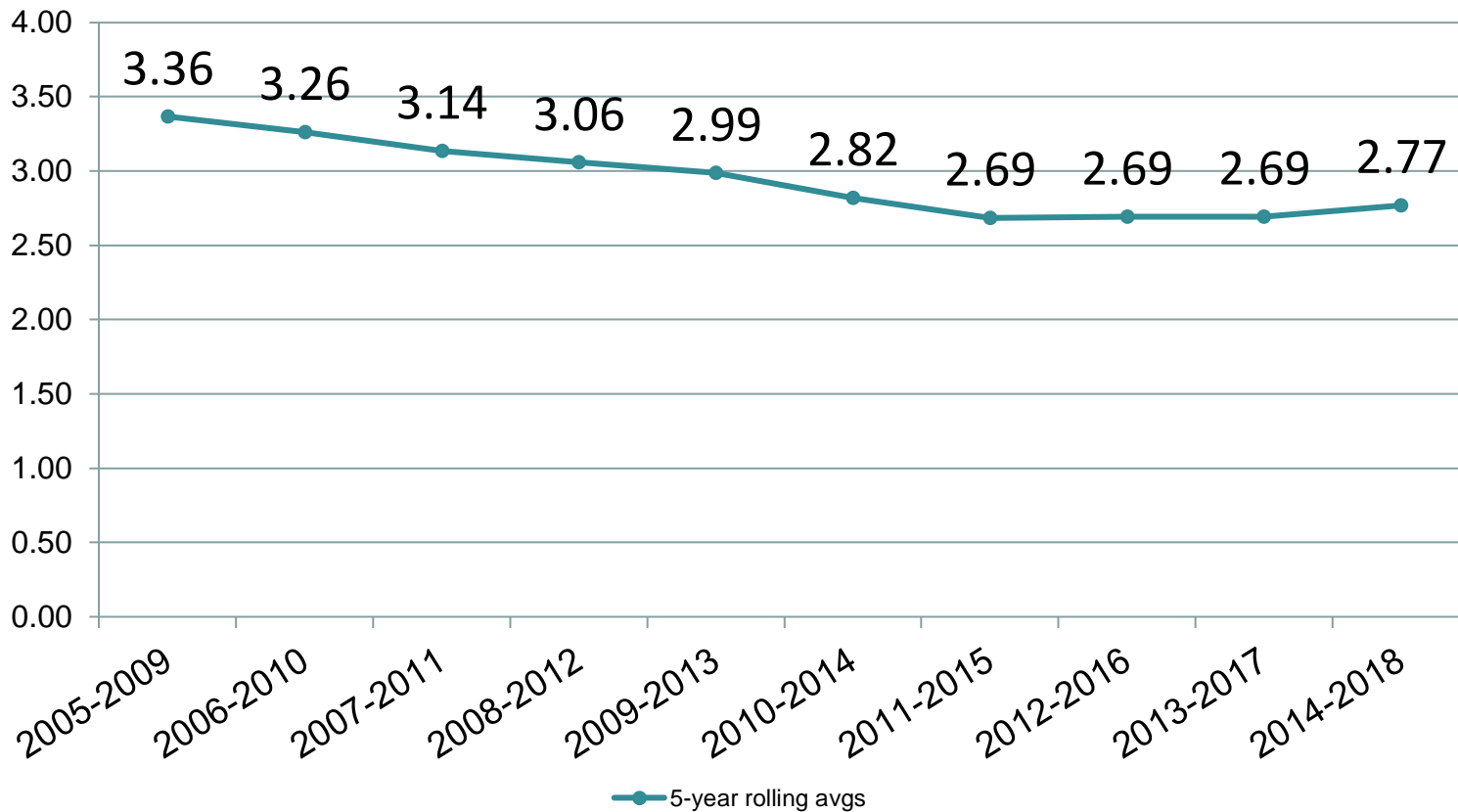
Regional 5-Year Rolling Average Data *Fatality Rate*



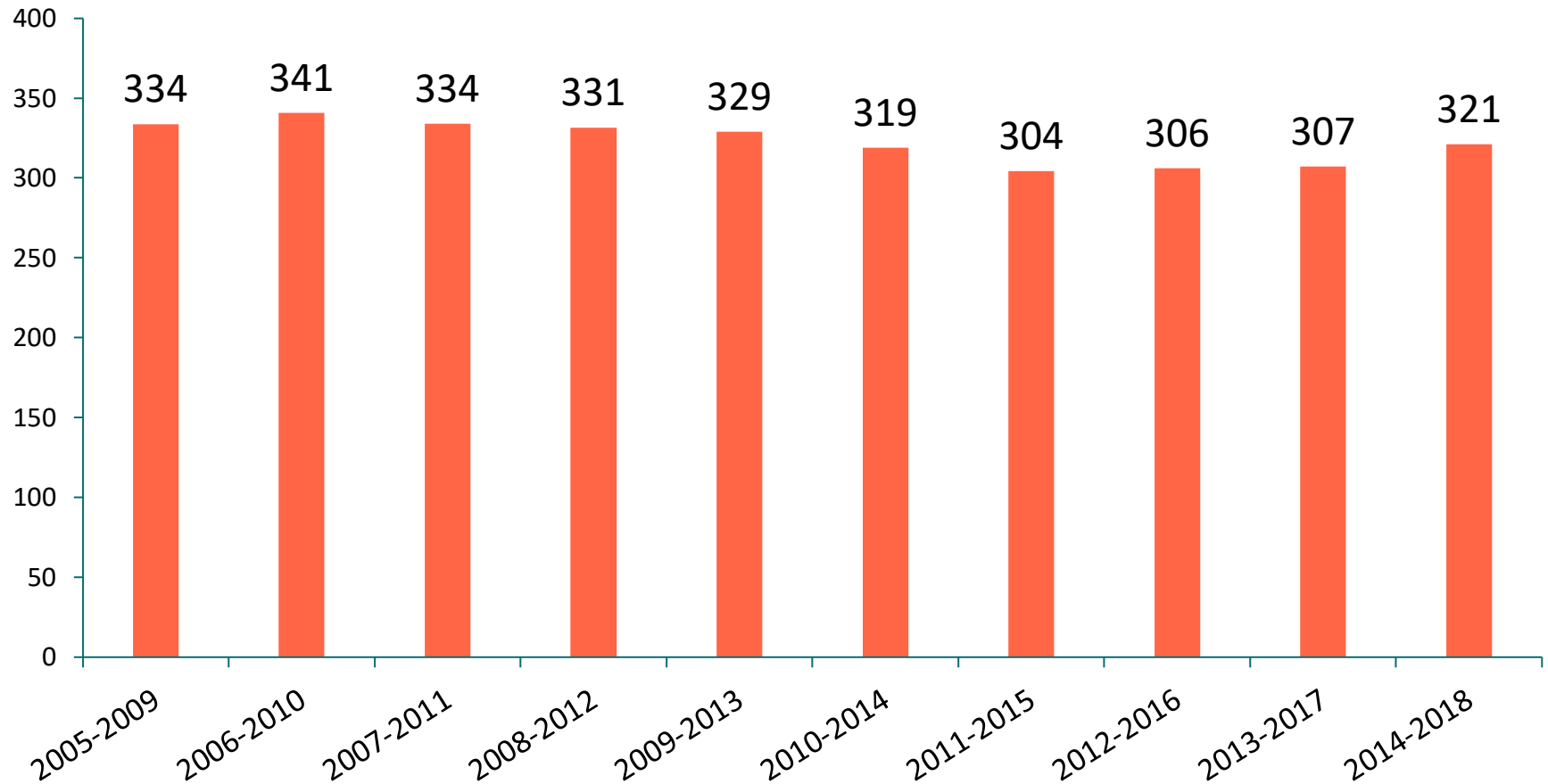
Regional 5-Year Rolling Average Data *Serious Injuries*



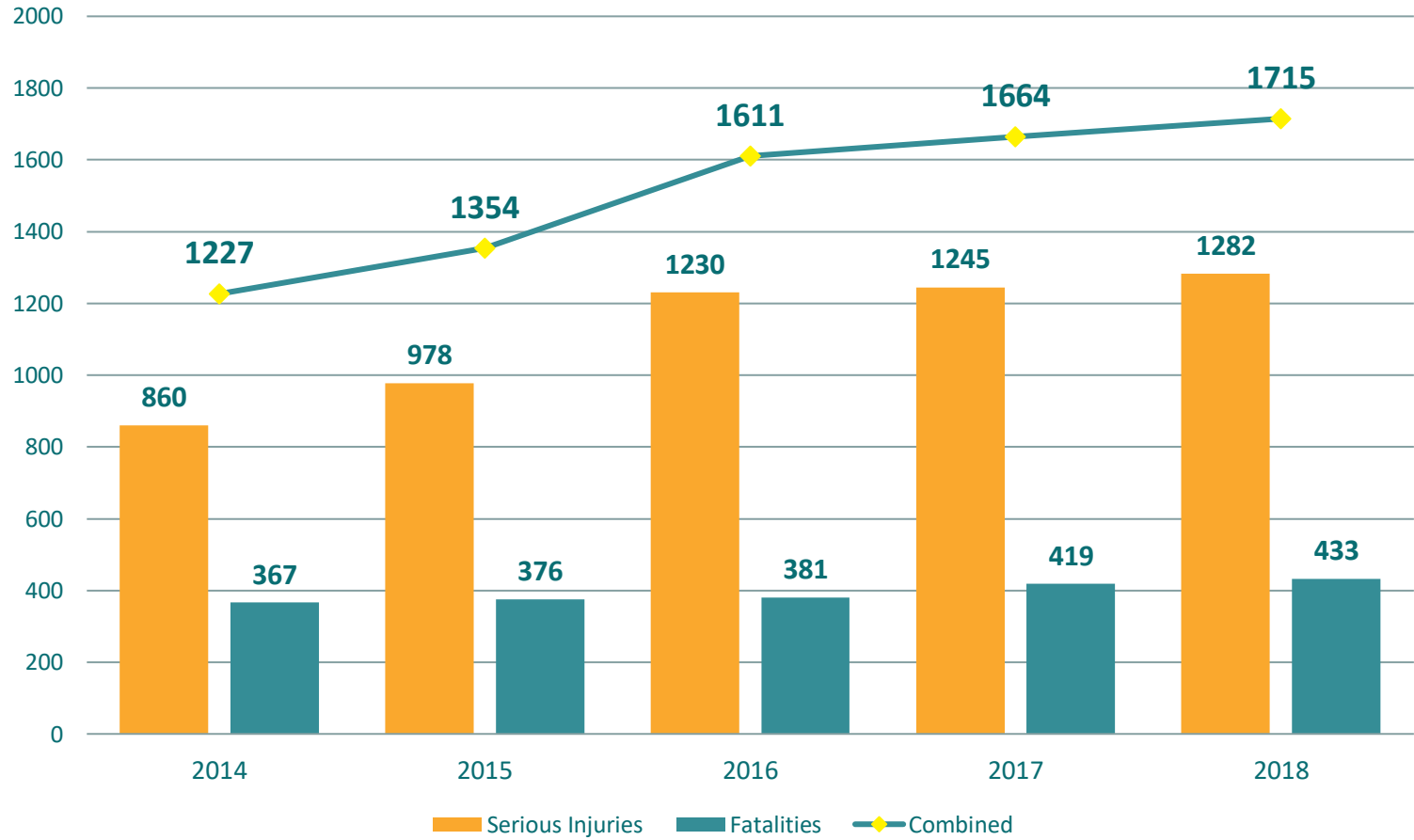
Regional 5-Year Rolling Average Data *Serious Injury Rate*



Regional 5-Year Rolling Average Data *Vulnerable Users (bicyclists, pedestrians)*

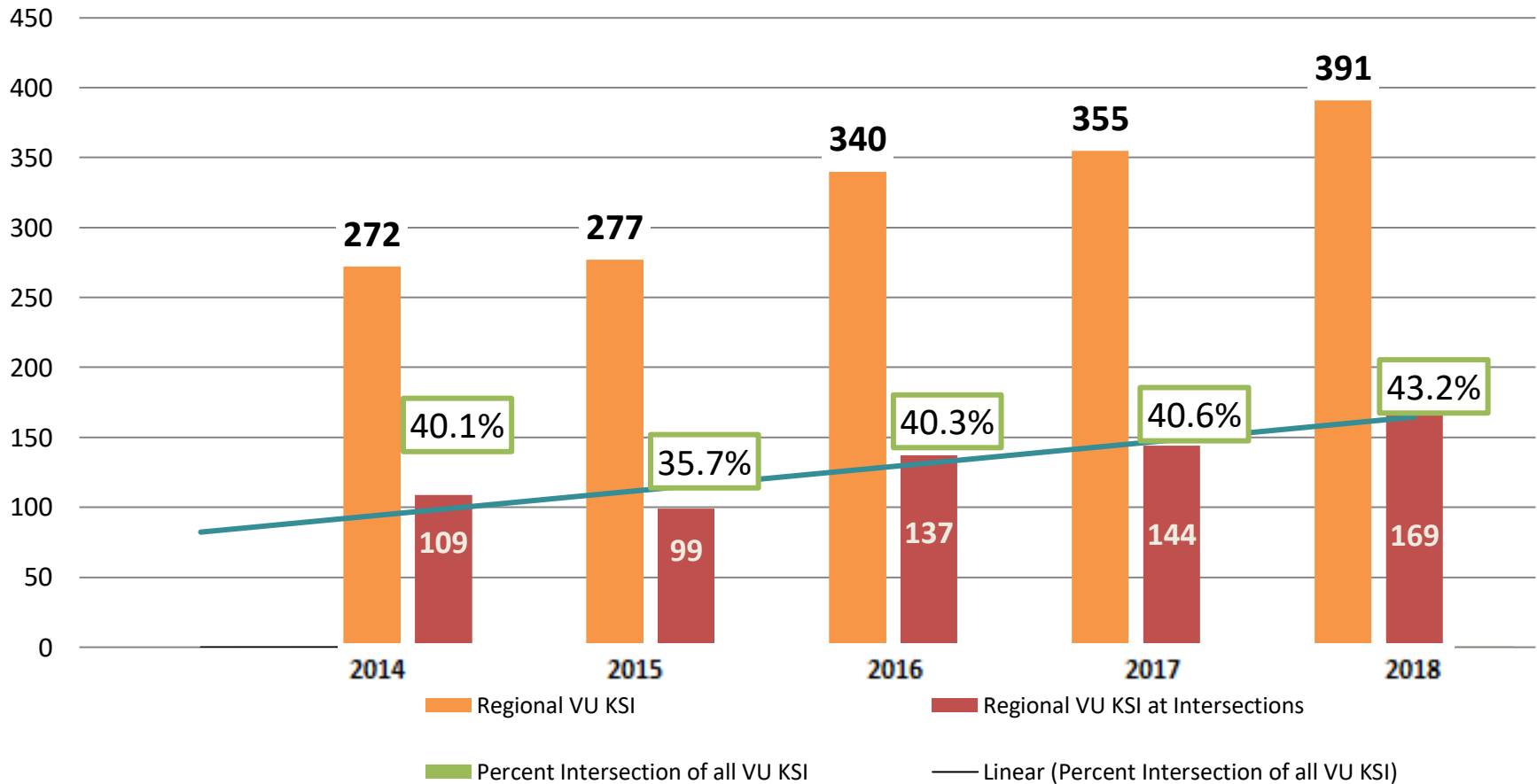


Total KSI - Regional Trend (by person), 2014-2018



Regional KSI Crash Trend of Bicyclists and Pedestrians (VU) at Intersections, 2014-2018

VU KSI at Intersections compared to All VU KSI



To advance FHWA Safety Targets

- Agree to plan and program projects that contribute toward the accomplishment of the targets
- Commit to a quantifiable HSIP target for the metropolitan planning area

Have any MPO's established regional targets?

According to FHWA, to date these MPO's set regional targets:

- Southeastern Wisconsin Regional Planning Commission (**SEWRPC**) the MPO for the Milwaukee
- **East Grand Forks MPO**, bi-state MPO in North Dakota and Minnesota
- East-West Gateway Council of Governments (**Gateway COG**) in the St. Louis Region
- Denver Regional Council of Governments (**DRCOG**) Denver, CO
- Mid-America Regional Council (**MARC**), a bi-state MPO in the Kansas City (MO/KS) area
- Fresno Council of Governments (**Fresno COG**), CA
- **Metropolitan Council** in the Minneapolis-St. Paul region, MN
- Atlanta Regional Council (**ARC**), 20 county region in Atlanta Georgia metro
- Southwestern Pennsylvania Commission (**SPC**)

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DRCOG



2018 Safety Targets Review

2018 SAFETY TARGETS (2014-2018 Five Year Average)		METHODOLOGY	TARGET
1	DRCOG FATALITIES	METRO VISION	242
2	DRCOG FATALITY RATE PER 100 MILLION VMT	METRO VISION	0.90
3	DRCOG SERIOUS INJURIES	HOLD THE LINE	1,948
4	DRCOG SERIOUS INJURY RATE PER 100 MILLION VMT	HOLD THE LINE	7.20
5	NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	METRO VISION (fatalities) + HOLD THE LINE (serious injuries)	59 + 287 = 346



"METRO VISION" SAFETY TARGET SETTING METHODOLOGY

Regional Objective 5: Operate, manage and maintain a safe and reliable transportation system.

Performance Measures

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Non- single occupant vehicle (Non-SOV) mode share to work	25.1 percent (2014)	35.0 percent
Daily vehicle miles traveled (VMT) per capita	25.5 daily VMT per capita (2010)	10.0 percent decrease from 2010
Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2014)	Less than 1.30
Daily person delay per capita	6 minutes (2014)	Less than 10 minutes
Number of traffic fatalities	185 (2014)	Fewer than 100 annually

DRCOG TMA Fatalities	DRCOG TMA Fatalities 5 Year Moving Average	Year	DRCOG TMA Fatality Rate	DRCOG TMA Fatality Rate 5 Year Moving Average
229	180	2015	0.91	0.76
274	204	2016	1.01	0.82
264	223	2017	0.95	0.87

259	242	2018	0.91	0.90
252	256	2019	0.85	0.93
245	259	2020		
238	252	2021		
230	245	2022		
223	238	2023		
216	230	2024		
208	223	2025		
201	216	2026		
194	208	2027		
187	201	2028		
179	194	2029		
172	187	2030		
165	179	2031		
157	172	2032		
150	165	2033		
143	157	2034		
135	150	2035		
128	143	2036		
121	135	2037		
114	128	2038		
106	121	2039		
99	114	2040		

62% REDUCTION TO HIT 2040 TARGET

FIRST AMENDMENT TO

VISION 2050: A REGIONAL LAND USE AND TRANSPORTATION PLAN FOR SOUTHEASTERN WISCONSIN

ESTABLISHING TARGETS FOR FEDERAL PERFORMANCE MEASURES: HIGHWAY SAFETY



SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION



Southeastern Wisconsin RPC

Table 4
Final Recommended Regional Years 2046-2050 Targets
for the National Safety-Related Performance Measures

Performance Measure	2012-2016 Baseline Data	Preliminary Recommended 2046-2050 Target	Percent Change from 2012-2016 Base Year
Number of Fatalities	152.2	91.9	-39.6
Rate of Fatalities	0.962	0.488	-49.3
Number of Serious Injuries	798.2	144.1	-82.0
Rate of Serious Injuries	5.053	0.766	-84.8
Number of Non-Motorized Fatalities and Serious Injuries	167.2	45.7	-72.7

Source: Fatality Analysis Reporting System (FARS), Wisconsin Traffic Operations and Safety (TOPS) Laboratory, and SEWRPC

Next Steps

- Continue research into target setting methodologies
- Hold subcommittee meetings to consider:
 1. Target scenarios
 2. Relationship to LRP update and regional safety goals for 2050
 3. A quantifiable HSIP target for the DVRPC region
 4. Approaches to planning and programming projects that contribute toward the accomplishment of the targets
- Present findings to full RTC
 - *Please use the Chat Pod to indicate your interest in the working group using the prefix #targets*

Thank you!

What options do MPOs have for meeting FHWA Safety PM requirements?

- A. Adopt and support the state's HSIP targets
- B. Develop their own region-specific HSIP targets
- C. Or use a combination of both

Option **A** is what DVRPC has done so far

Assessing Significant Progress

- **How is Progress Determined?**
 - 4 out of 5 targets must be met, or have better performance than the baseline
- **When is Progress Determined?**
 - MPO HSIP targets are not annually assessed for significant progress toward meeting targets (state HSIP targets are assessed annually)
- **Penalty for not meeting targets?**
 - MPO – No penalty
 - States – develop HSIP implementation plan and spend HSIP equal to the previous year's expenditure, no flex option (currently neither PA nor NJ flexes any HSIP funds)

Pennsylvania

Measure	Target (2014-2018)	Actual (2014-2018)	Baseline (2012-2016)	Target Achieved?	Better Than Baseline?	Met or Made Significant Progress?*
Number of Fatalities	1,177.6	1,182	1,220.2	No	Yes	Yes
Rate of Fatalities (per 100 million VMT)	1.161	1.169	1.220	No	Yes	Yes
Number of Serious Injuries	3,799.8	3,839.6	3,434	No	No	No
Rate of Serious Injuries (per 100 million VMT)	3.746	3.797	3.433	No	No	No
Number of Non-Motorized Fatalities and Serious Injuries	654.4	679	602.4	No	No	No

Pennsylvania Source: DVRPC 2020* 4 out of 5 targets must be met, or have better performance than the baseline Pennsylvania did not meet or make significant progress towards its safety performance targets on three out of five performance measures:

New Jersey

Measure	Target (2014-2018)	Actual (2014-2018)	Baseline (2012-2016)	Target Achieved?	Better Than Baseline?	Met or Made Significant Progress?*
Number of Fatalities	586	581.6	571	Yes	No	Yes
Rate of Fatalities (per 100 million VMT)	0.778	0.759	0.762	Yes	Yes	Yes
Number of Serious Injuries	1,105	1,110.8	1,135.6	No	Yes	Yes
Rate of Serious Injuries (per 100 million VMT)	1.467	1.449	1.516	Yes	Yes	Yes
Number of Non-Motorized Fatalities and Serious Injuries	386.5	392.7	390.3	No	No	No

Statewide Target-Setting Methods

- PA & NJ: reduction goals consistent with SHSP
- Use trends based on historical numbers to project future year numbers
- Problems with this method:
 - Rising KSI trends have led to targets that are higher than baseline numbers (flattening but still upward curve)
 - Although target number is lower than the projected KSI number for target year, target number is higher than the baseline number, effectively showing an increase over the baseline
 - Requires unrealistic timeline to meet meaningful safety goals

How do MPOs with multi-state boundaries establish HSIP targets?

- Coordinate with each state involved
 - Collaborate on methodology and data sources
- Establish targets for entire metropolitan planning area, not separate targets for each state sub-region

Top 5 Things to Know about MPO HSIP Safety Performance Targets

1. MPOs must set a target for each of the 5 HSIP Safety Performance Measures
2. MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
3. MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
4. MPO HSIP targets are reported to the State DOT, not FHWA
5. MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

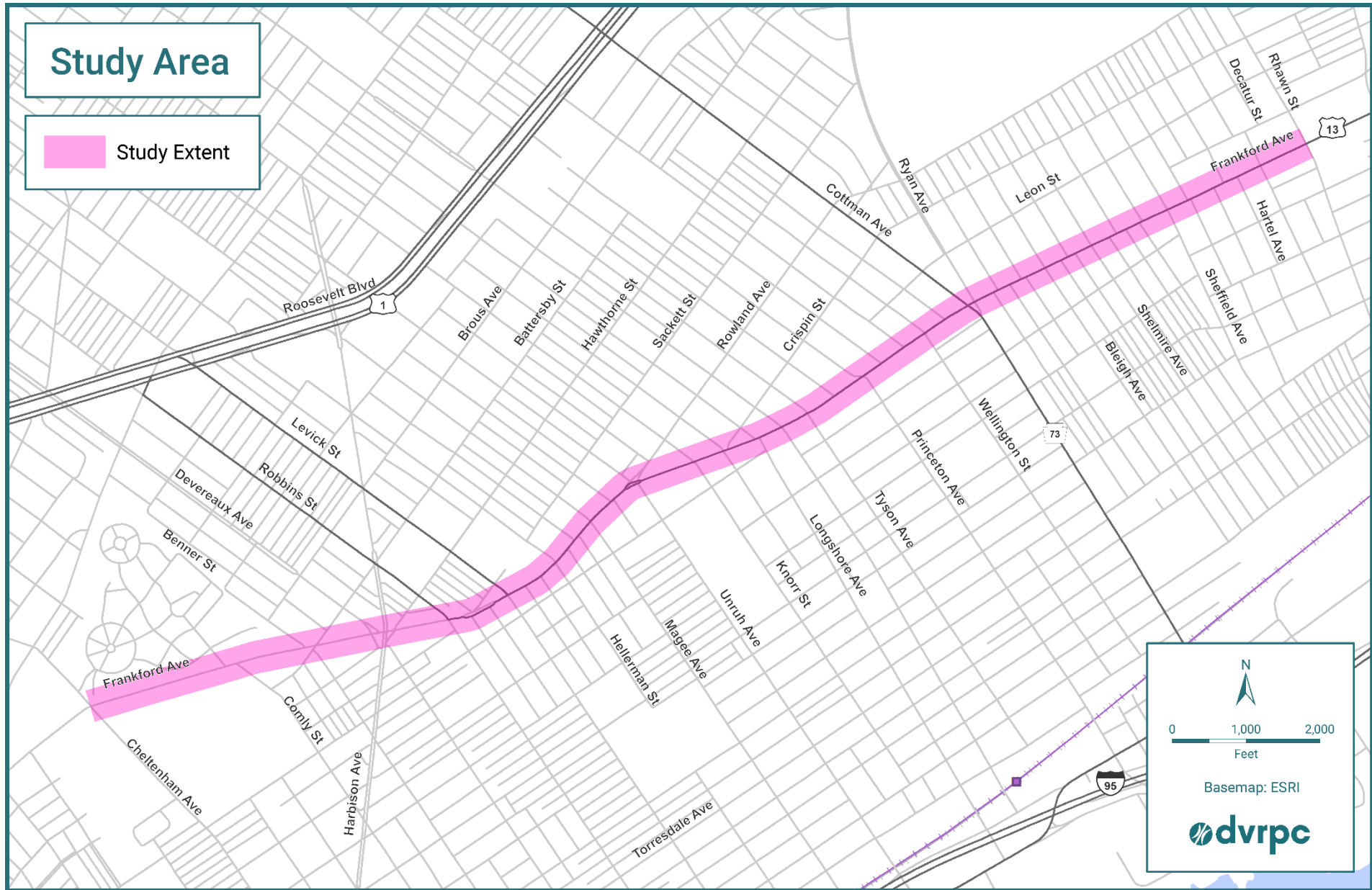
**FRANKFORD AVE
MULTIMODAL STUDY**

Al Beatty
abeatty@dvrpc.org

9/8/2020

Study Area

Study Extent



Source:

Study Goals



Strengthen the high quality bicycle network



Improve pedestrian safety and comfort



Support trackless trolley operations and rider experience



Accommodate safe parking, loading, and truck access

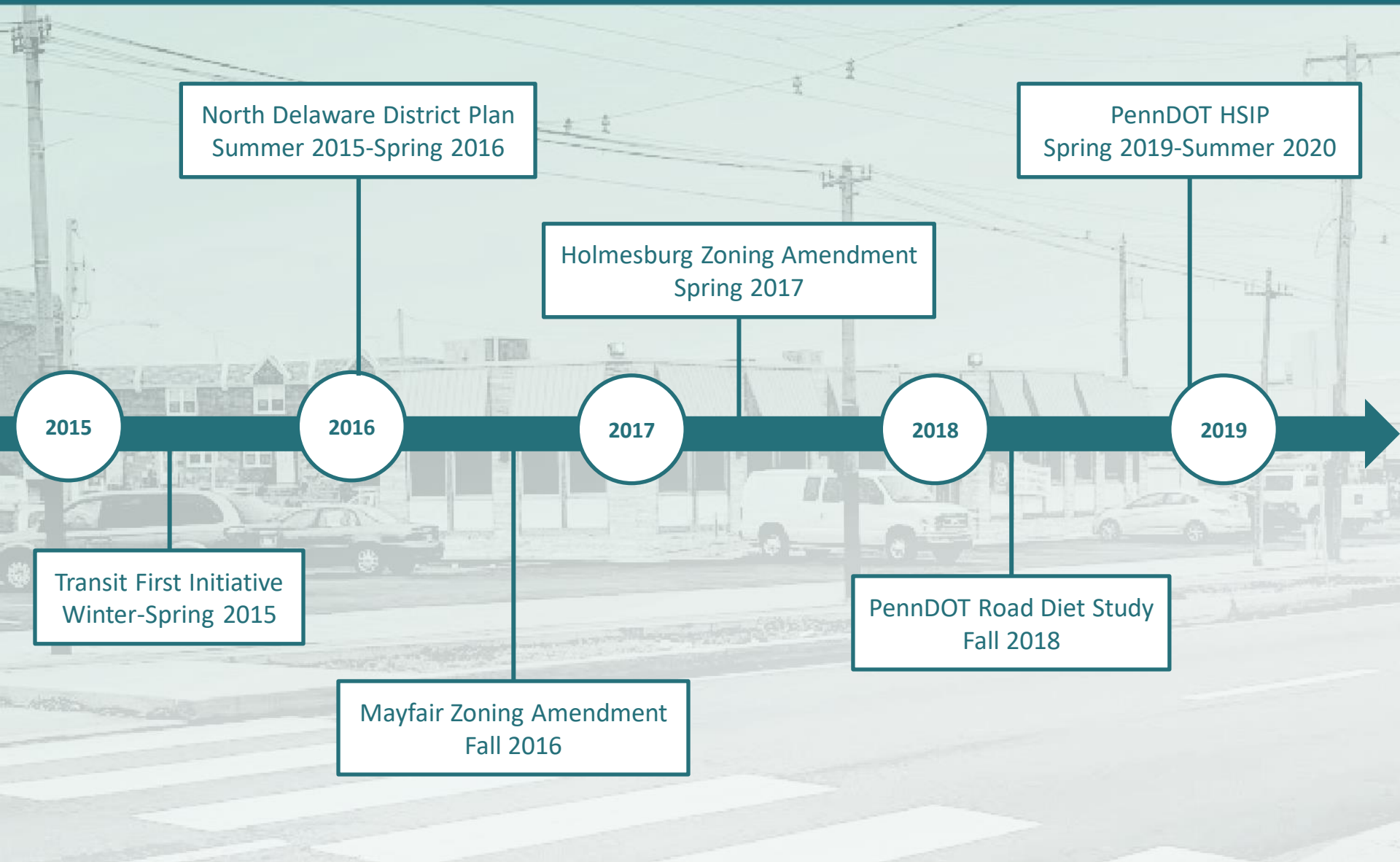


Reduce excess vehicle speeds while maintaining performance

Steering Committee

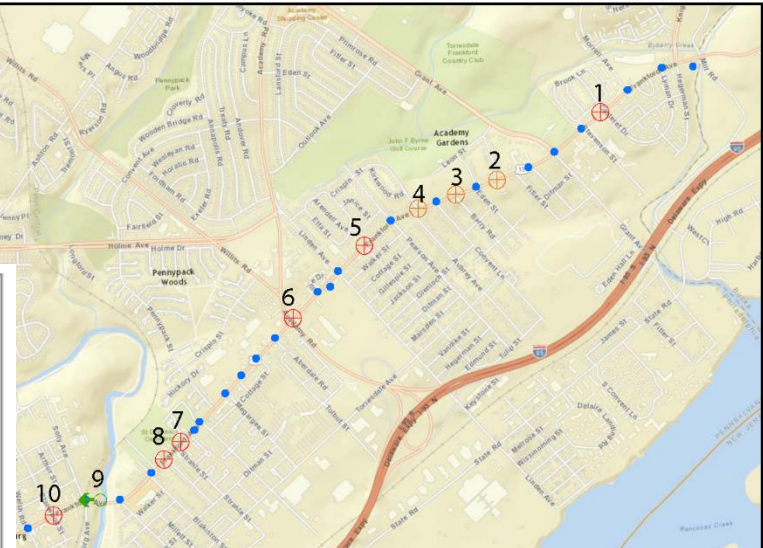
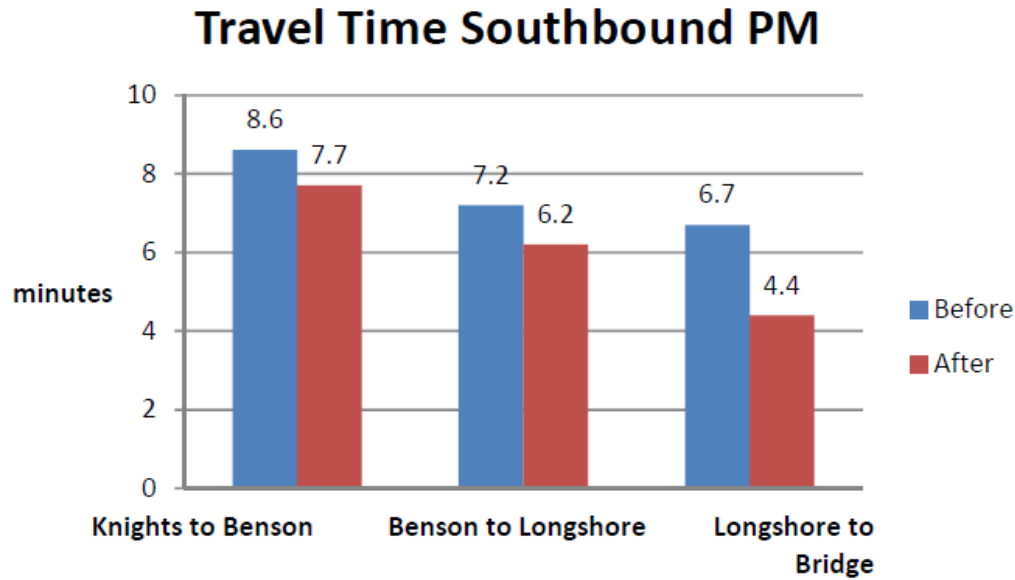
- **City of Philadelphia**
 - **Office of Transportation, Infrastructure, and Sustainability (OTIS)**
 - **City Planning Commission (PCPC)**
 - **Streets Department**
 - **Water Department**
 - **Commerce Department**
- **PennDOT**
- **SEPTA**
- **City Council District 6**
- **Mayfair BID**
- **Holmesburg Civic Association**
- **Mayfair Civic Association**
- **Tacony Civic Association**
- **Wissinoming Civic Association**

Project Background



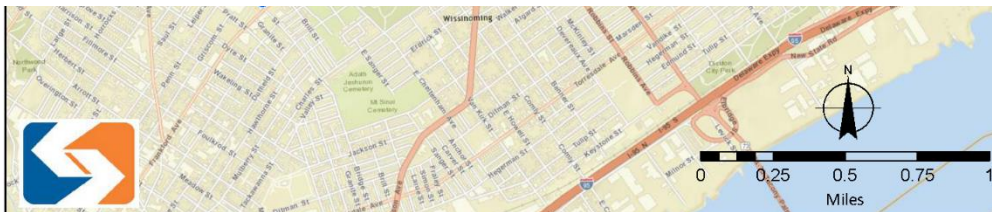
2015 Transit First Initiative

Route 66 Southbound Proposed Stop Changes
January 30, 2015

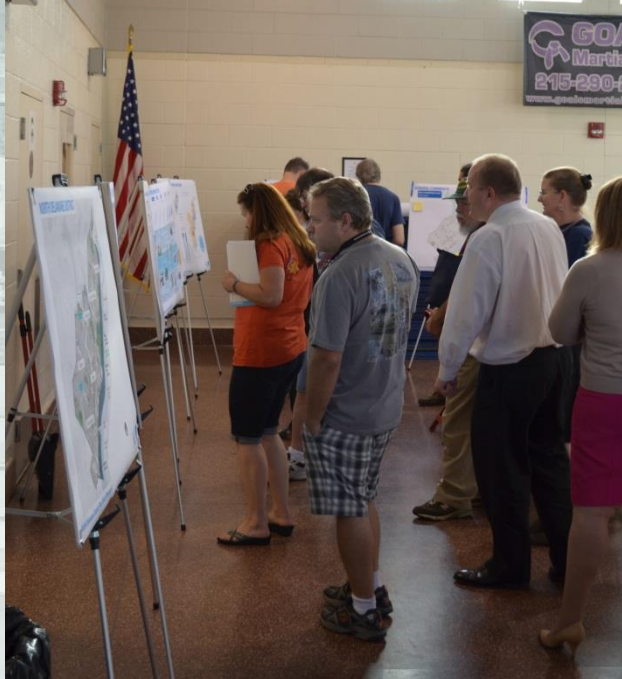


Stop ID	Stop	Action	Ons	Offs	Closest Stop	Distance (ft.)	Traffic Signal?
1	Cartaret Drive	Consolidate	35	2	Stevenson Street	497	Y
2	Fittler Street	Consolidate	6	0	Eden Street	365	Y
3	Barry Street	Consolidate	3	0	Convent Avenue	396	N
4	Aubrey Avenue	Consolidate	12	1	Pearson Avenue	680	N
5	Arendell Avenue	Consolidate	10	5	Pearson Avenue	620	N
6	Academy Road	Consolidate	27	10	Tolbut Street	486	Y
7	Strahle Street	Consolidate	86	12	Kendrick Street	330	N
8	Benson Street	Consolidate	35	6	Blakiston Street	298	Y
9	Stanwood Street	Farside					
10	Welsh Road	Consolidate	103	36	Stanwood Street	315	Y
11	Decatur Street	Consolidate	94	16	Rhawn Street	425	Y
12	Hartel Avenue	Farside					
13	Oakmont Street	Consolidate	116	33	Shelmire Street	295	Y
14	Aline Street	Consolidate	75	48	Cottman Avenue	273	Y
15	Tyson Avenue	Farside					
16	Longshore Avenue	Farside					
17	Comly Street - MB	Consolidate	7	8	Cheltenham Avenue	590	N

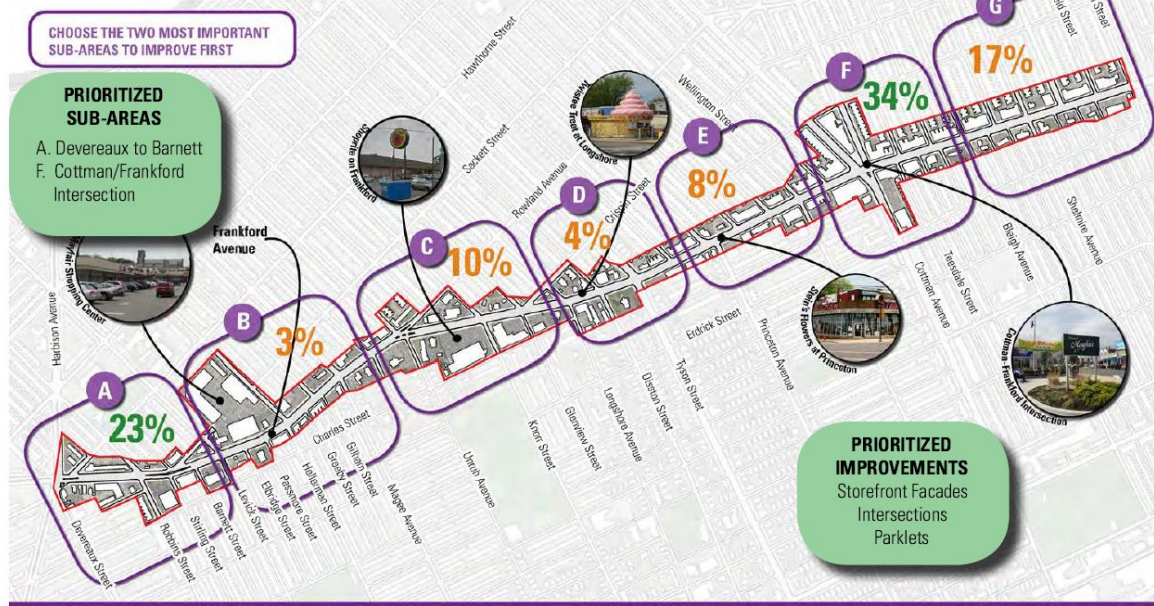
- ⊕ Initial Stop Proposed for Consolidation
- ⊕ Additional Stop Proposed for Consolidation
- ↔ Stop Proposed for Farside Relocation
- Stop Unchanged



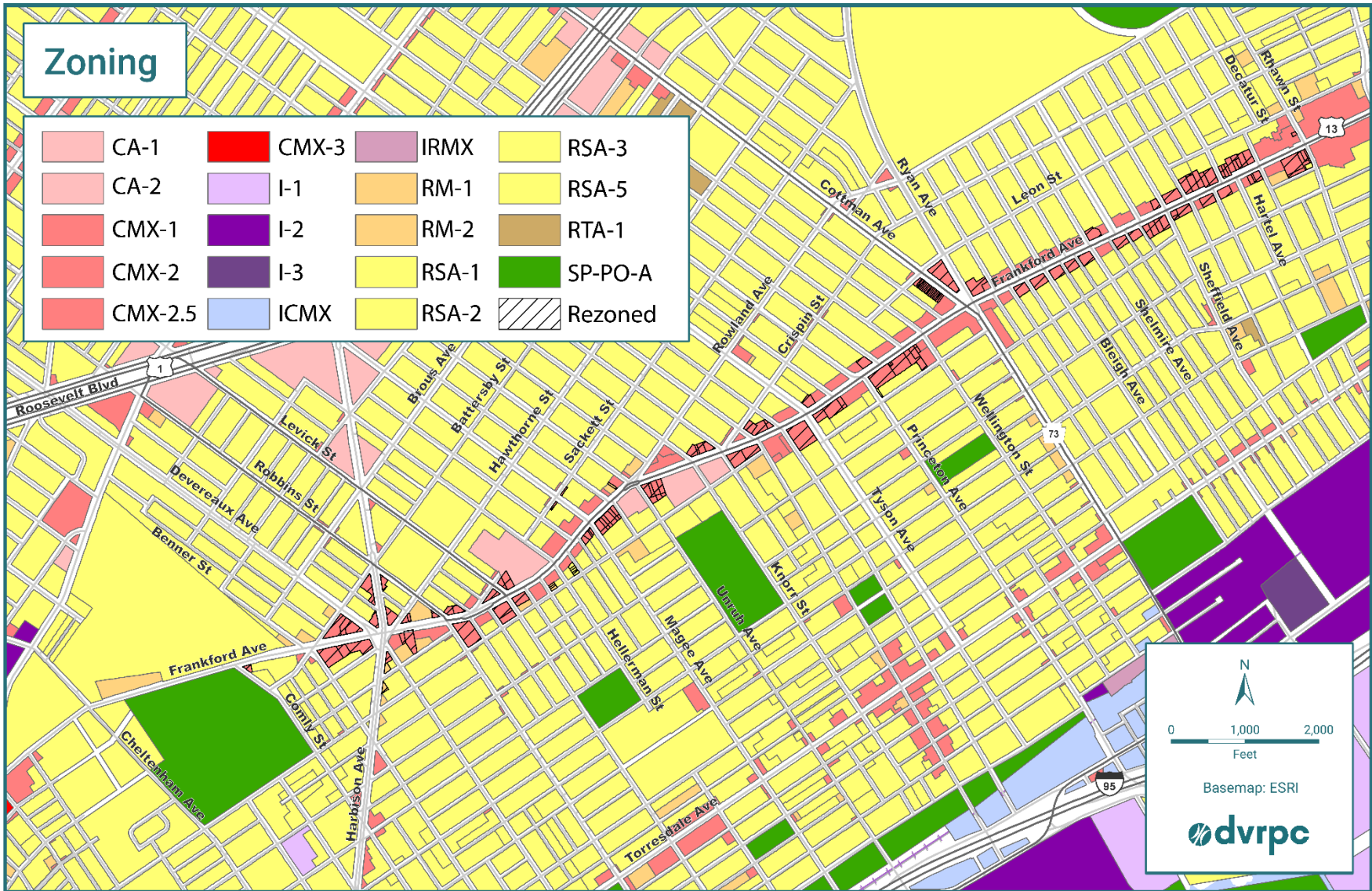
North Delaware District Plan



PRIORITIZE FRANKFORD AVENUE IMPROVEMENTS - MEETING RESULTS

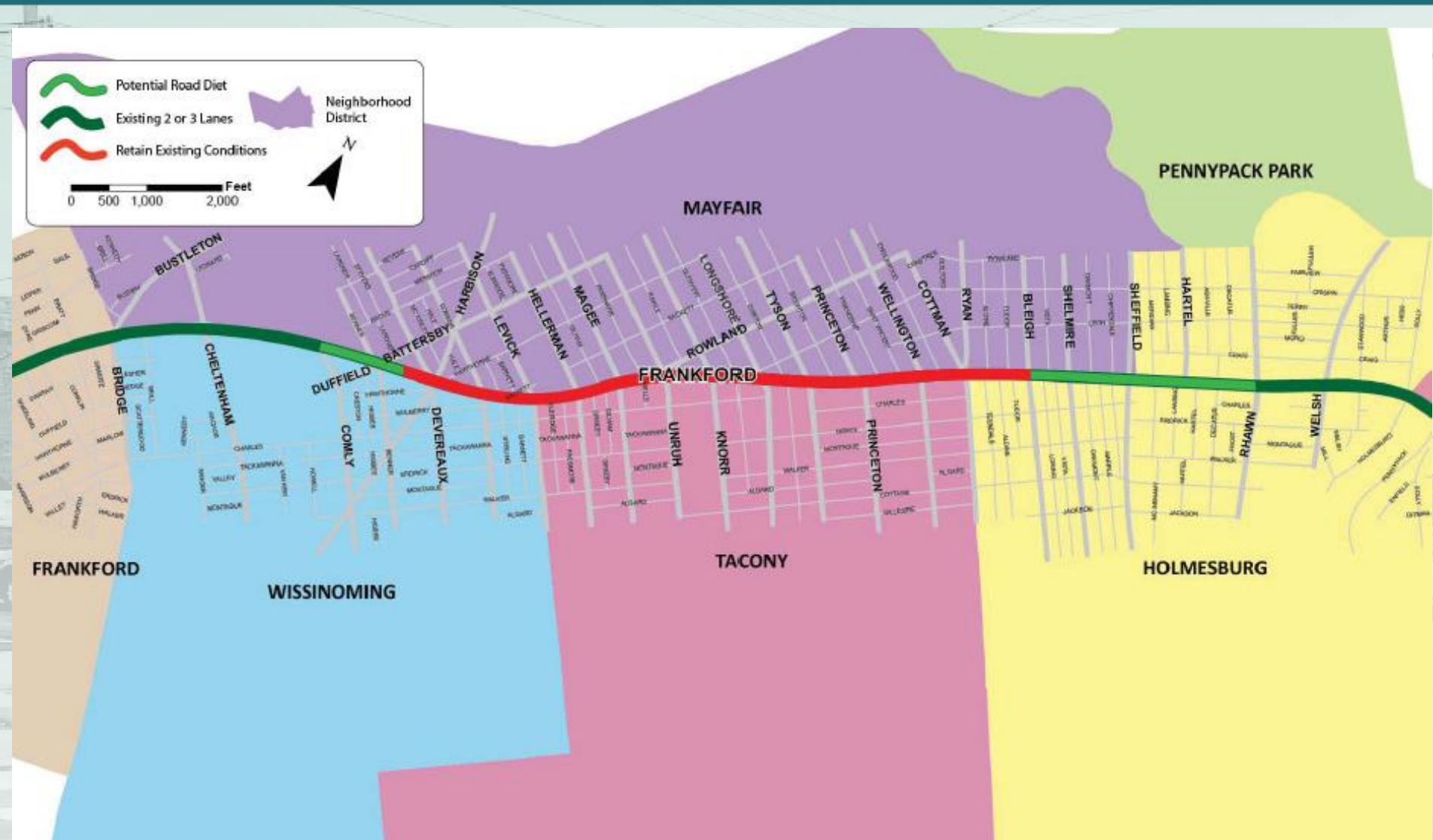


Public Realm Improvements CHOOSE TWO	Street Trees 15%	Intersections (Pedestrian Safety) 20%	Storefront Facades (Storefront Improvement Program) 29%	Parklet w/Seating 20%	Lighting and Banners 15%



Source: City of Philadelphia 2019

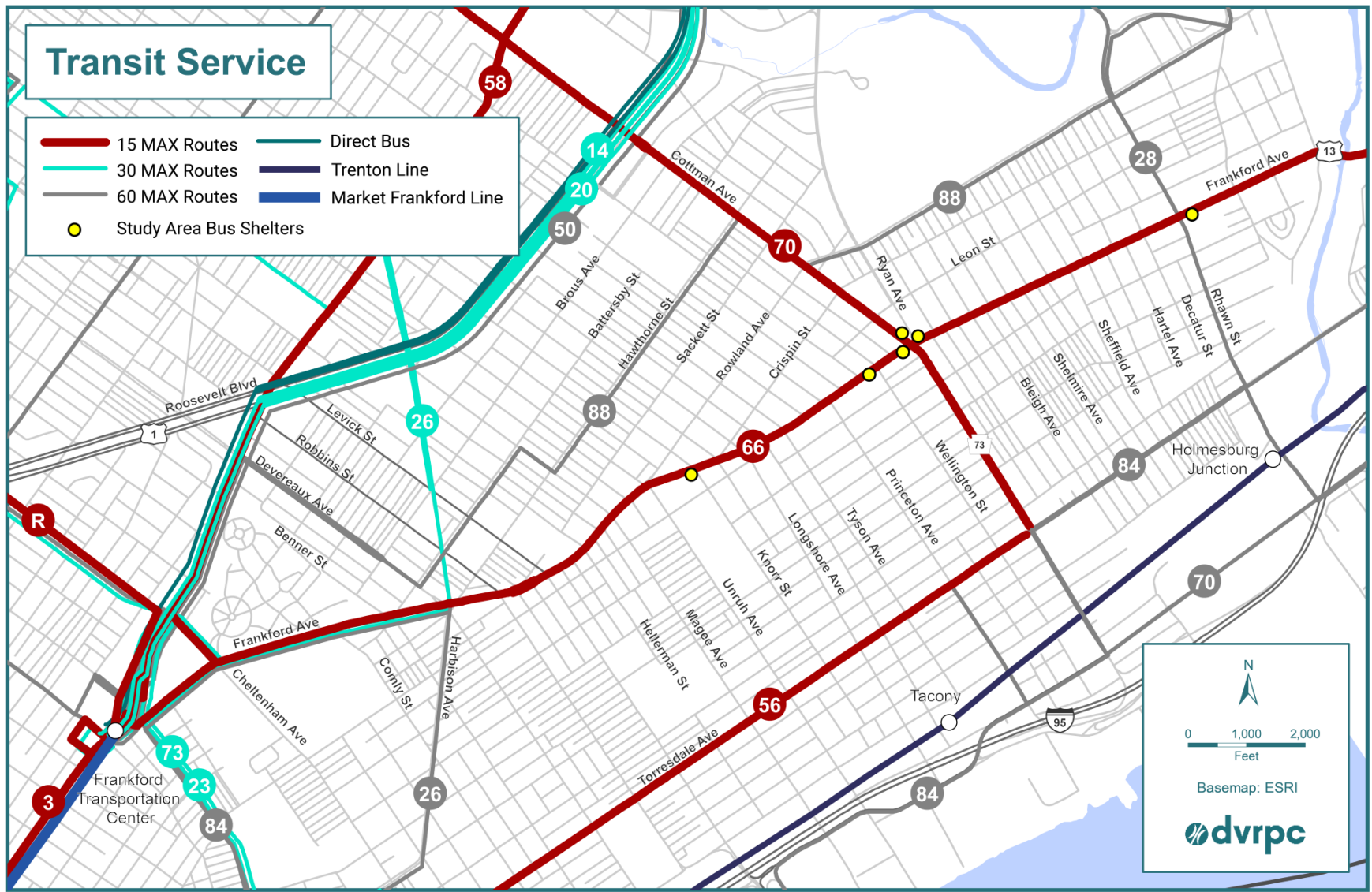
PennDOT HSIP and Road Diet Study



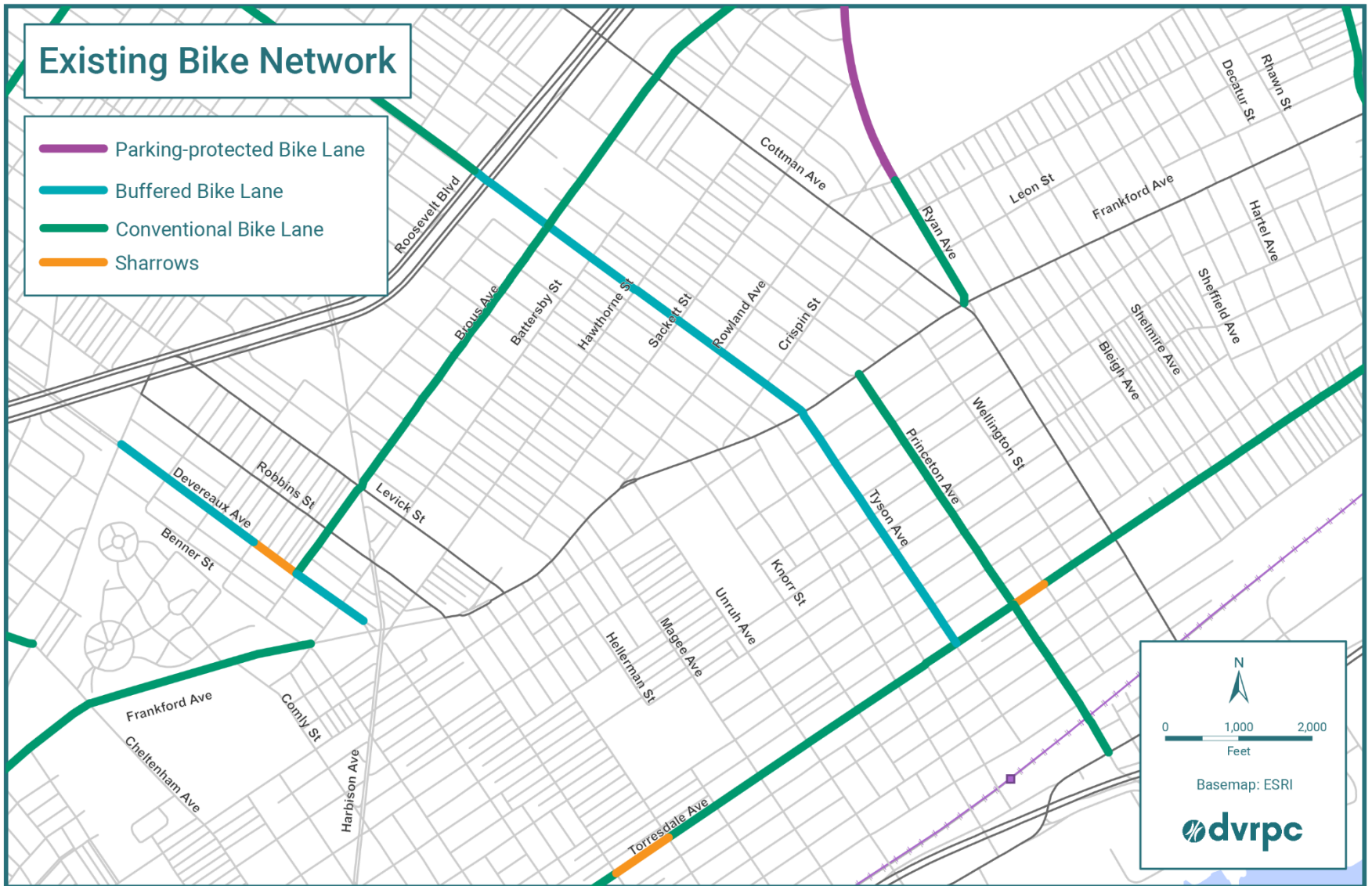
Source: HNTB (2019)

Transit Service

- 15 MAX Routes
- 30 MAX Routes
- 60 MAX Routes
- Direct Bus
- Trenton Line
- Market Frankford Line
- Study Area Bus Shelters

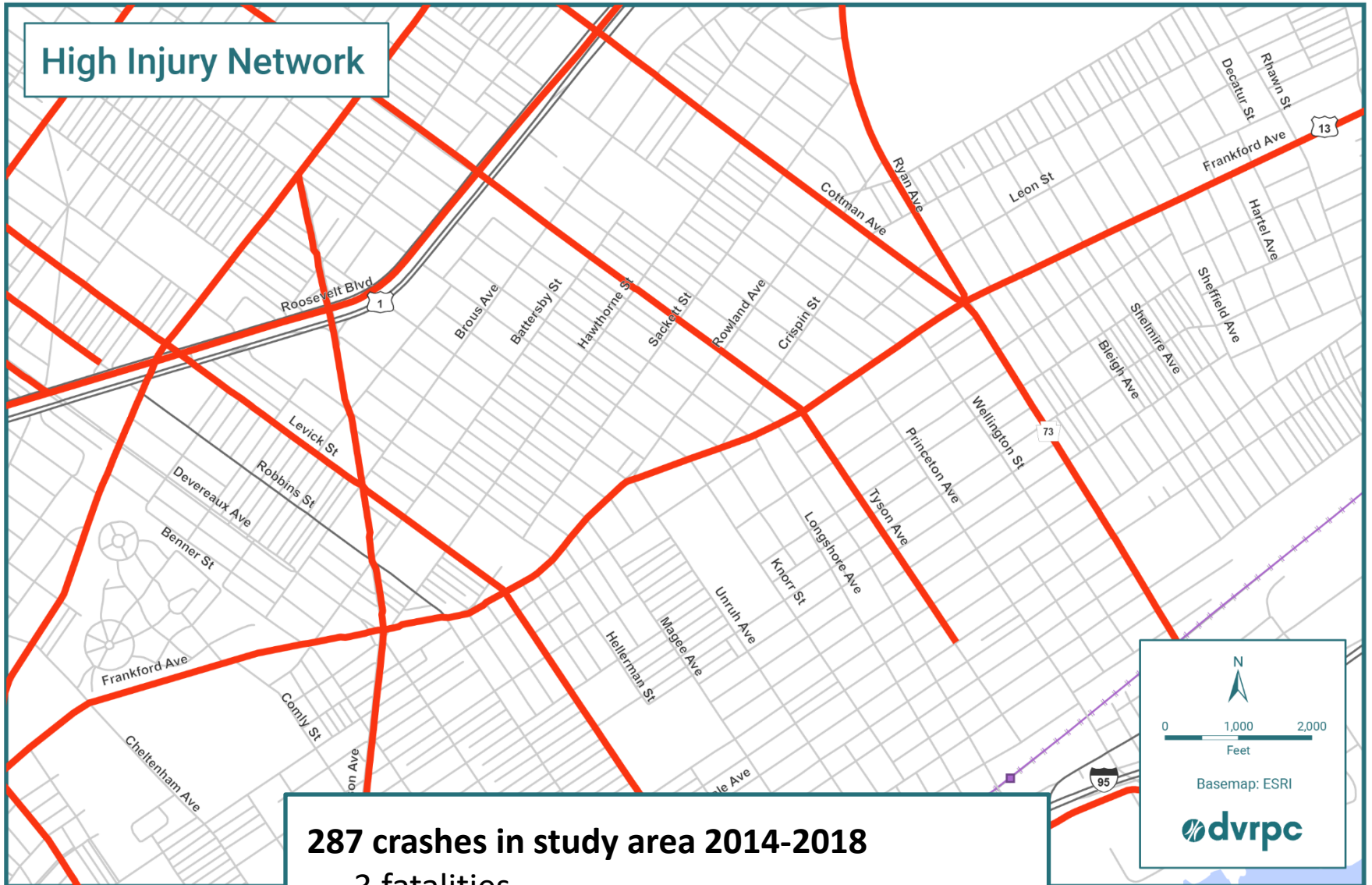


Source: SEPTA 2017



Source: City of Philadelphia 2019, DVRPC aerial imagery 2020

High Injury Network



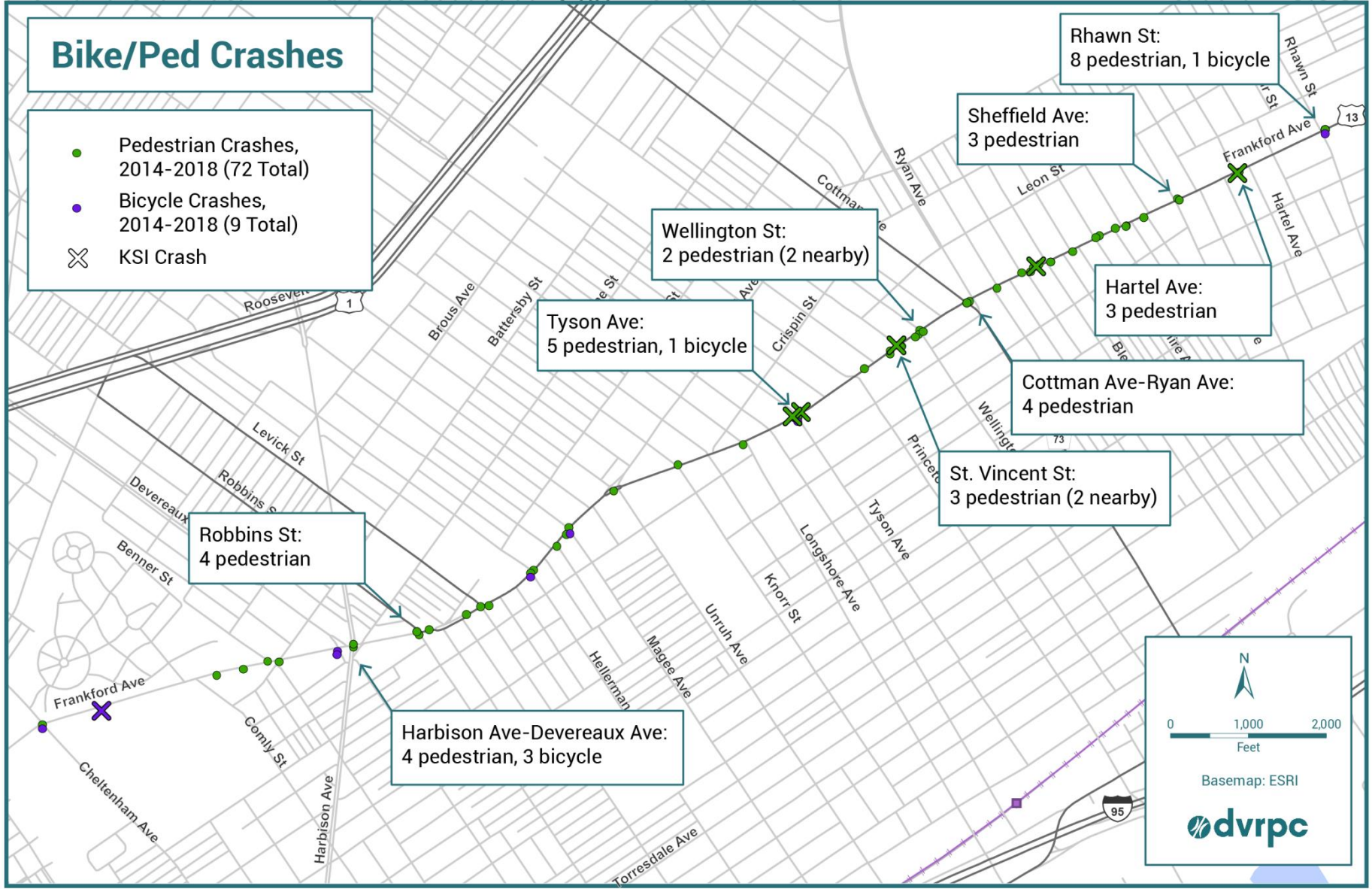
287 crashes in study area 2014-2018

- 3 fatalities
- 5 serious injuries
- 24% hit pedestrian (comp. to 14% city-wide)

Source: City of Philadelphia 2017

Bike/Ped Crashes

- Pedestrian Crashes, 2014-2018 (72 Total)
- Bicycle Crashes, 2014-2018 (9 Total)
- ✕ KSI Crash



N

0 1,000 2,000
Feet

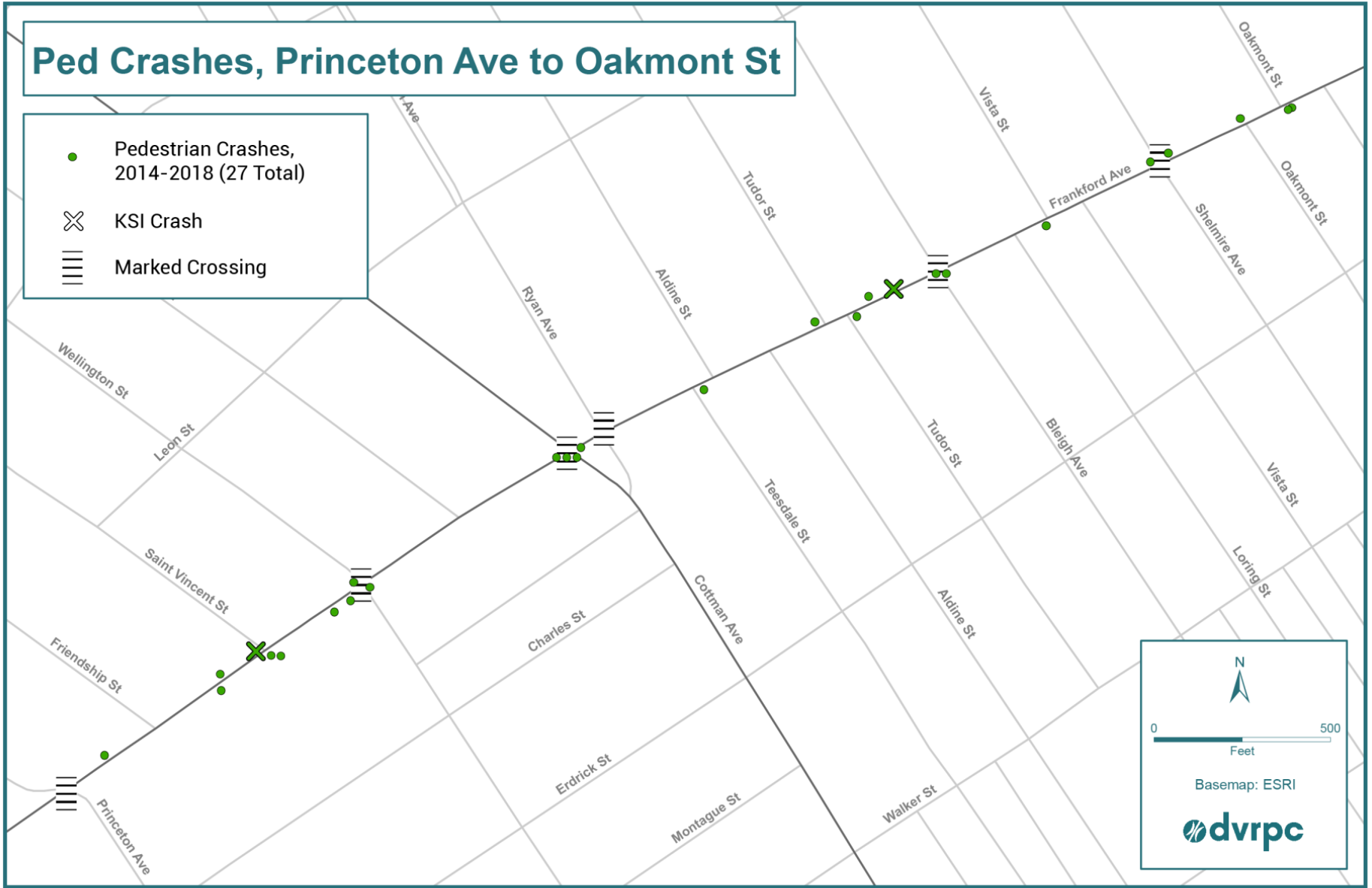
Basemap: ESRI

dvrpc

Source: PennDOT 2019

Ped Crashes, Princeton Ave to Oakmont St

- Pedestrian Crashes, 2014-2018 (27 Total)
- ✕ KSI Crash
- ≡≡≡ Marked Crossing

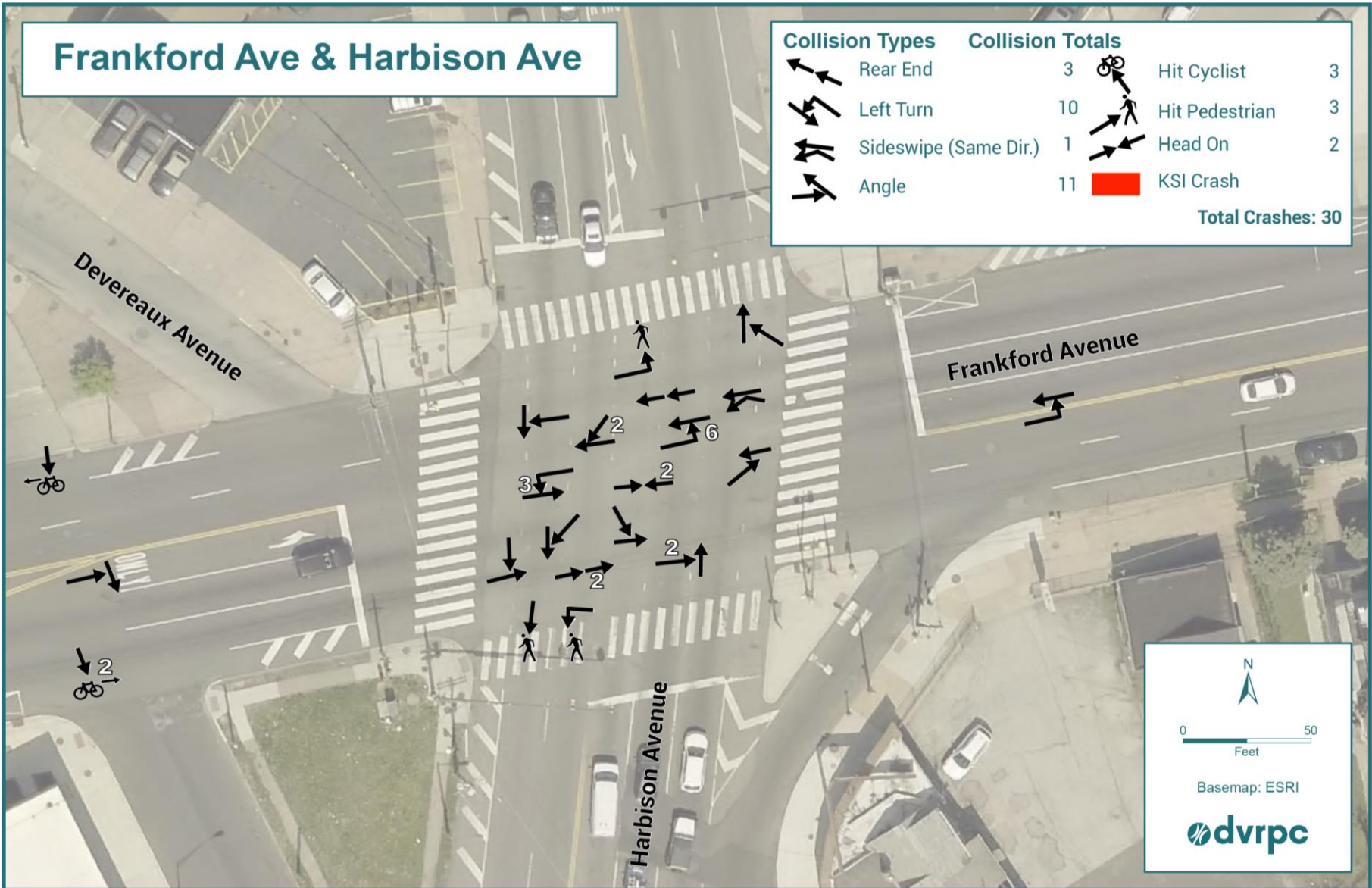


Source: PennDOT 2019

Frankford Ave & Harbison Ave

Collision Types	Collision Totals		
Rear End	3		Hit Cyclist 3
Left Turn	10		Hit Pedestrian 3
Sideswipe (Same Dir.)	1		Head On 2
Angle	11		KSI Crash

Total Crashes: 30



Source: Pennsylvania Department of Transportation (2014-2018)

Public Open Houses

May 2019

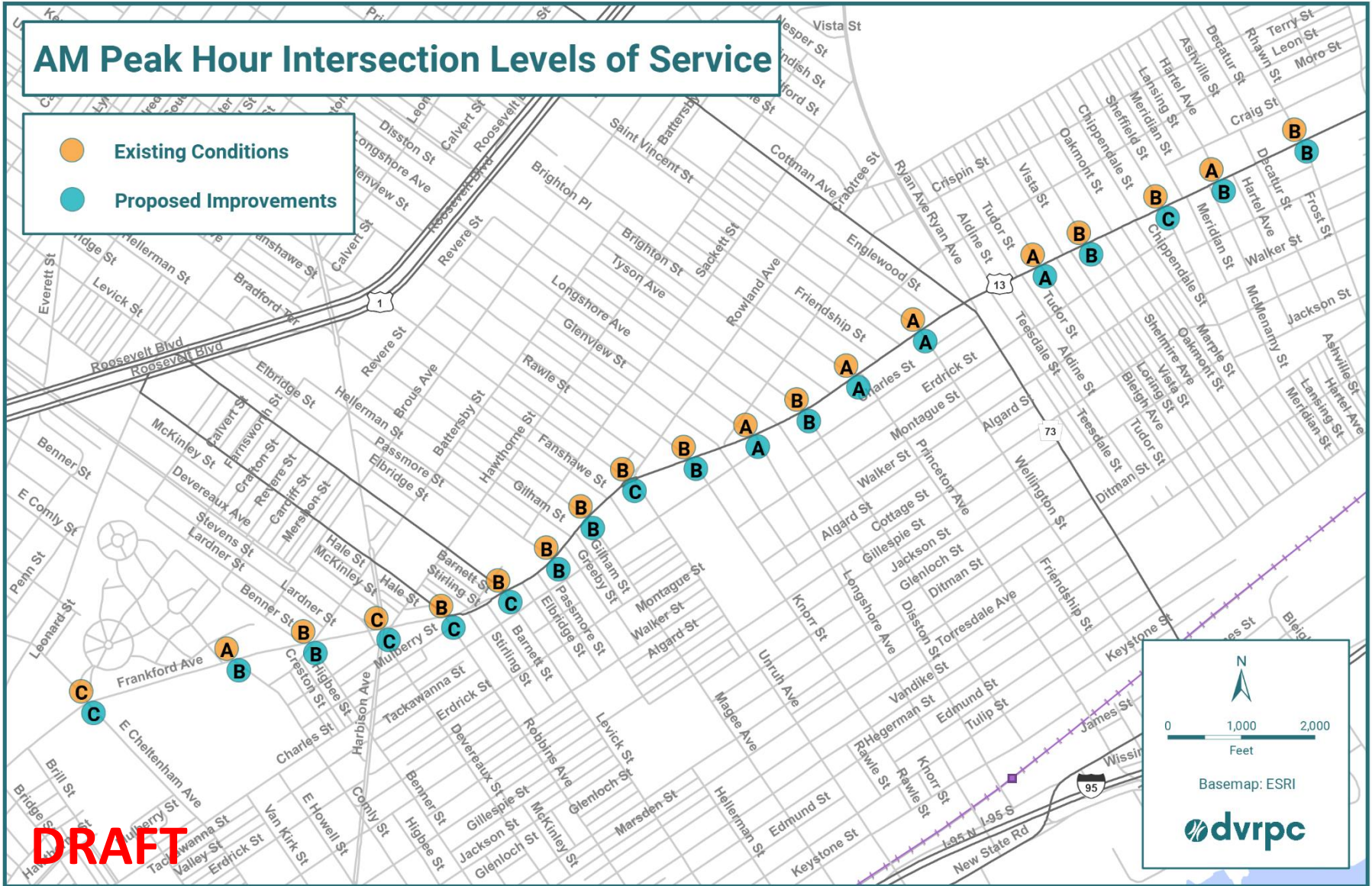


March 2020





AM Peak Hour Intersection Levels of Service

- Existing Conditions
- Proposed Improvements

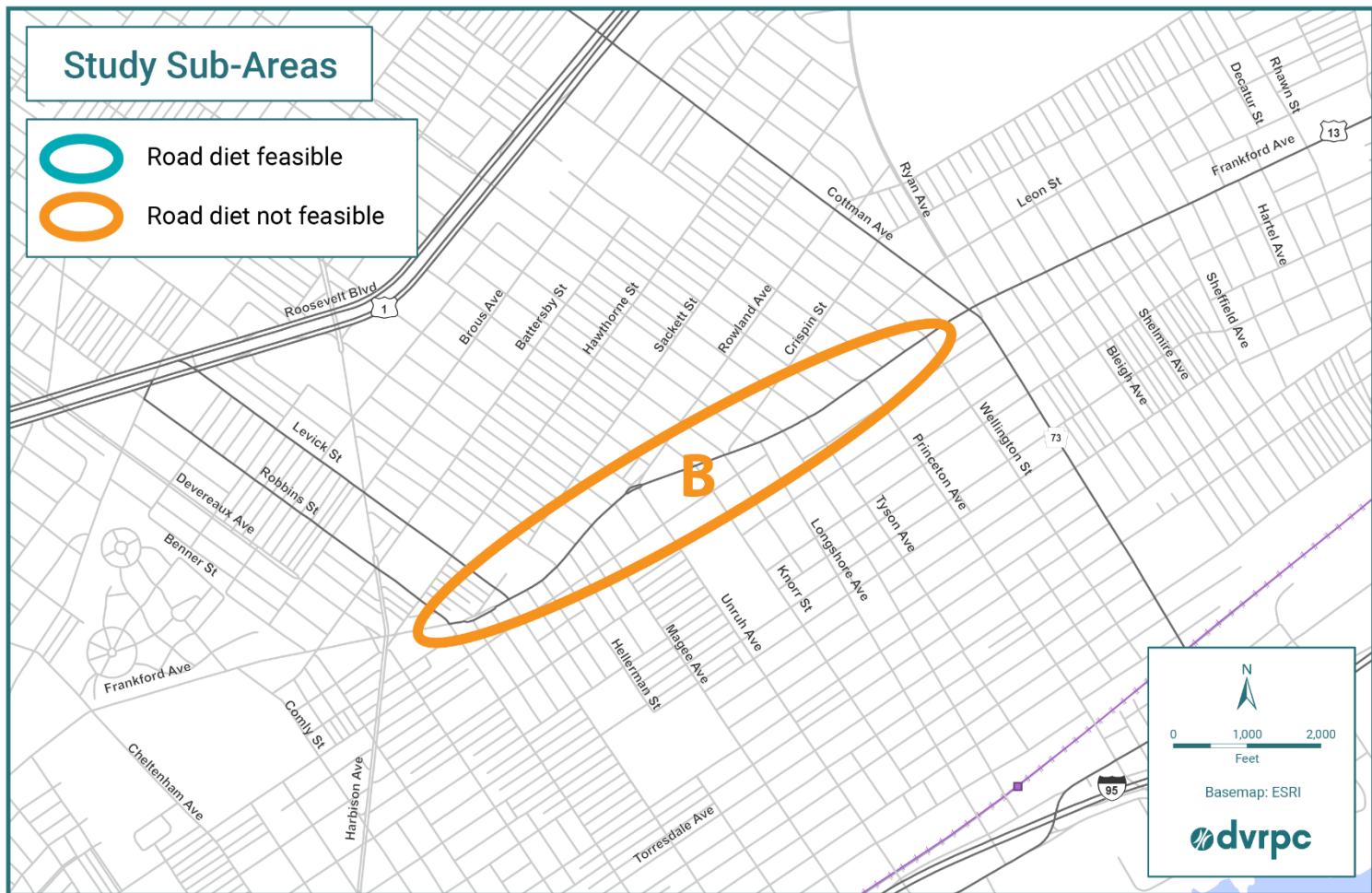


DRAFT

Study Sub-Areas

-  Road diet feasible
-  Road diet not feasible















B: Robbins to Wellington

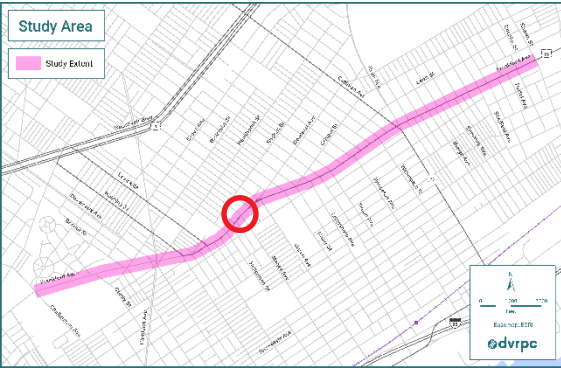
Issues:	High speeds, long crossings, crashes (Robbins, Levick, Tyson, and mid-block near St. Vincent)
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Opportunities:	Intersecting bicycle facilities, green stormwater infrastructure
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-  Raised median (potential GSI)
-  Curb extension (regular)
-  Curb extension (potential GSI)
-  Curb extension (in-lane bus board)
-  Pedestrian island (at existing crossings)
-  Mid-block crossing
-  Raised crosswalks
-  Intersecting bicycle facility improvements
-  Leading pedestrian interval (5 seconds)
-  Permitted/protected left turn phase



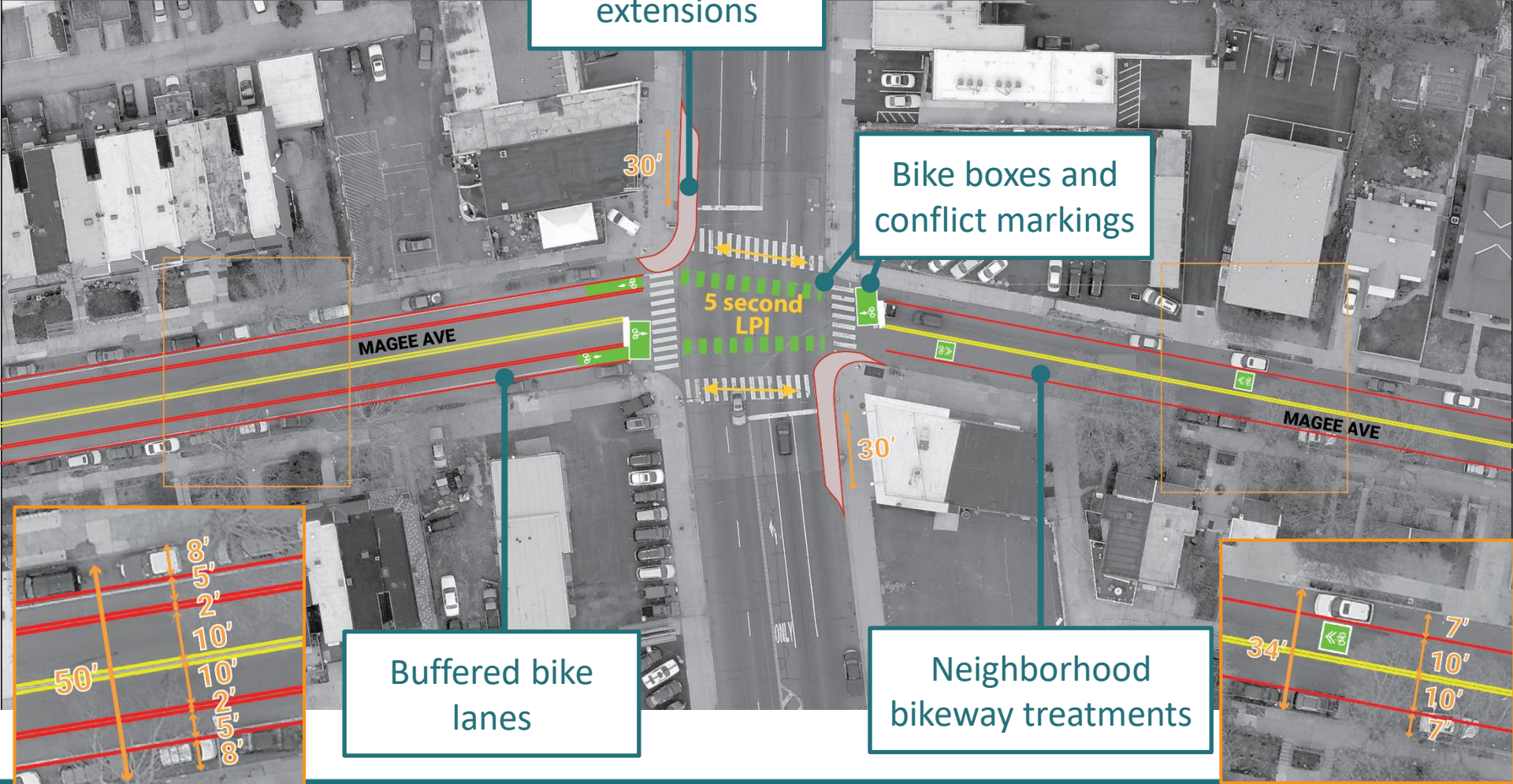

 0 500 1,000
 Feet
 Basemap: ESRI

Magee Avenue - Proposed

Bus stop curb extensions

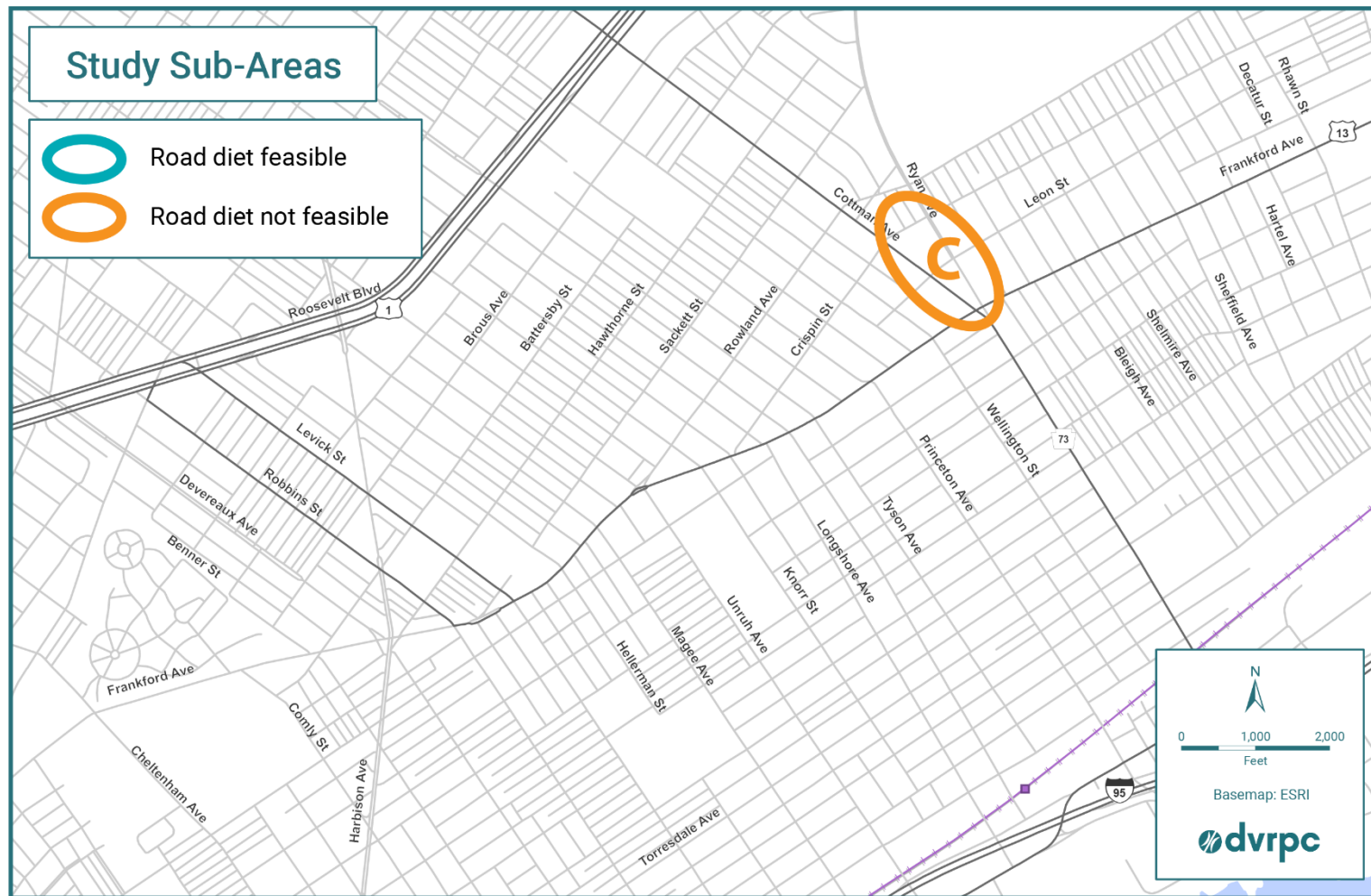
Bike boxes and conflict markings



Buffered bike lanes

Neighborhood bikeway treatments





C: Cottman Triangle

Issues: High speeds, long crossings, crashes

Opportunities: PennDOT HSIP coordination, existing pedestrian plaza



Cottman Avenue/Ryan Avenue - Existing



Existing ped plaza difficult to reach

Bus stops too narrow

Challenging SB left toward highway

6-leg intersection with wide, fast turns and long crossings



Cottman Avenue/Ryan Avenue - Proposed

Ryan Ave.
reverses direction

2-way parking
protected cycle track

Ped plaza
expansion

30' curb extensions for
in-lane bus boarding

Clear SB left
turn lane

LPI

Curb extensions
decrease crossing
length and slow turns

One lane
closed to traffic

Ryan Avenue - Proposed

Two-way parking protected bike lane

HSIP curb extensions

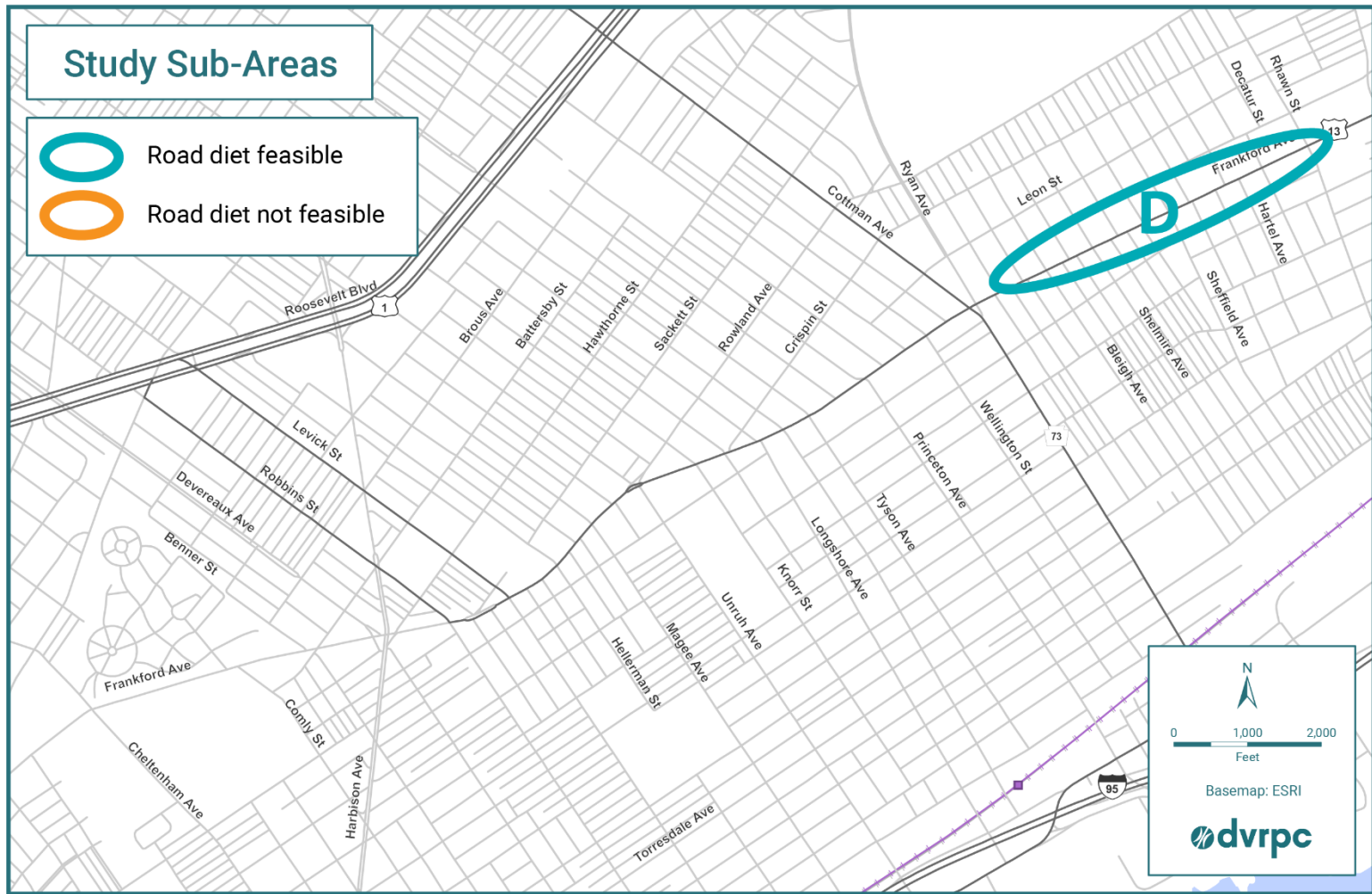


Trolley turning radius accommodated

Trolley layover area

Back-in angle parking

Expanded pedestrian plaza



D: Aldine to Rhawn

Issues:	High speeds, long crossings, mid-block pedestrian crashes near Aldine
Opportunities:	Road diet feasible

C: Aldine to Rhawn

- **Key Treatments**
 - Reconfigure travel lanes: 5 to 3
 - Back-in angle parking (southbound)
 - Buffer area/flexible pedestrian space (northbound)
 - Wider parking lanes and wider, longer bus stops
 - Curb extensions
 - Mid-block crossings

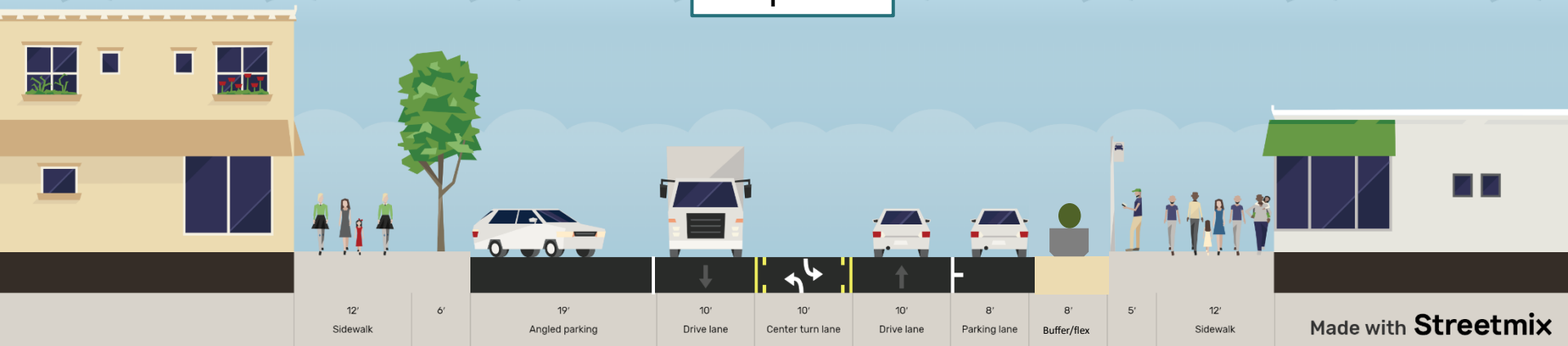
Sample Cross Section: Shelmire to Sheffield

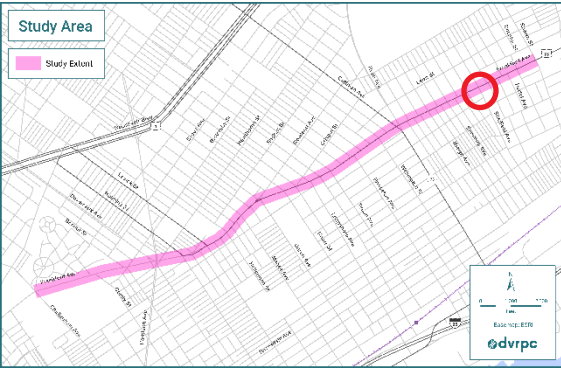


Existing



Proposed



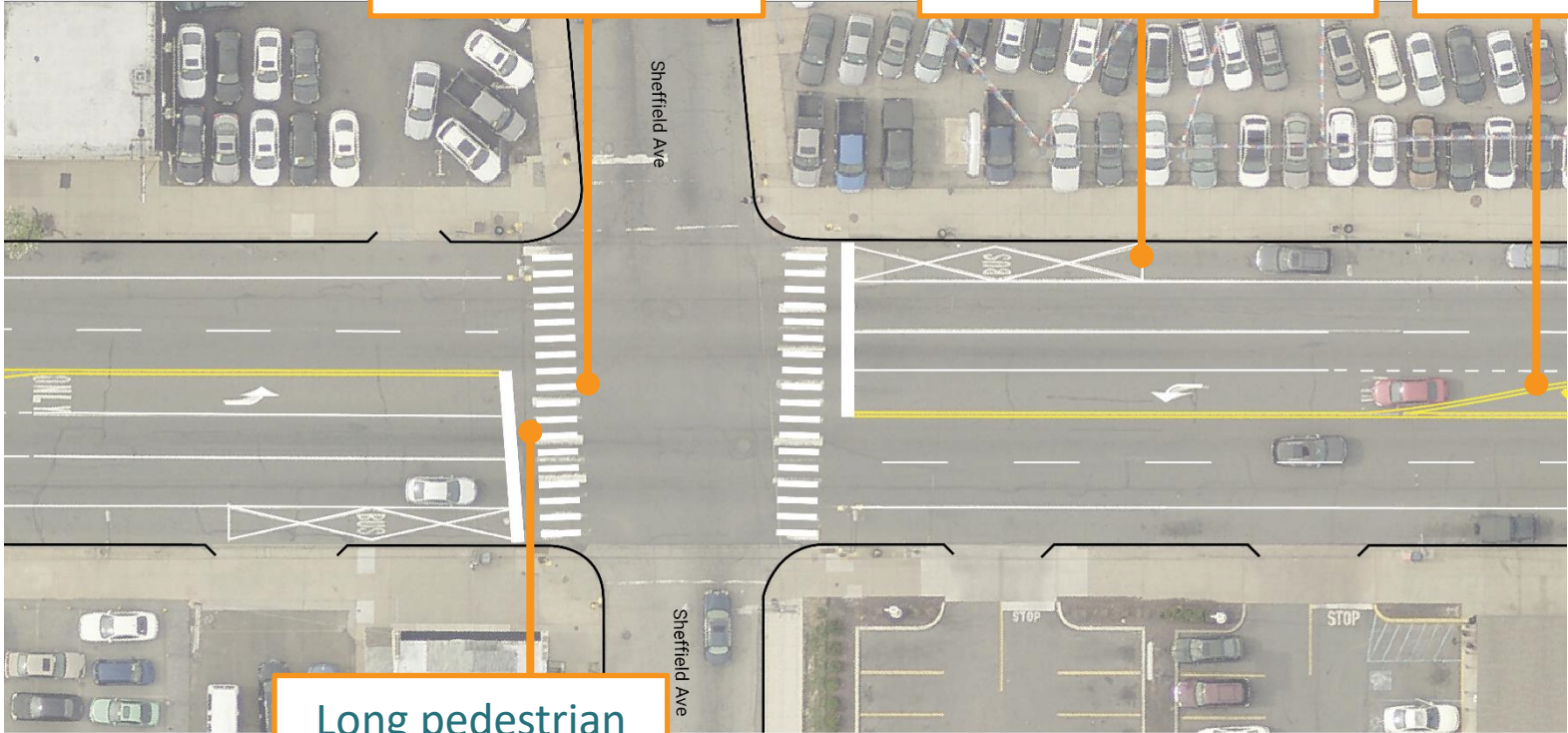


Sheffield Avenue - Existing

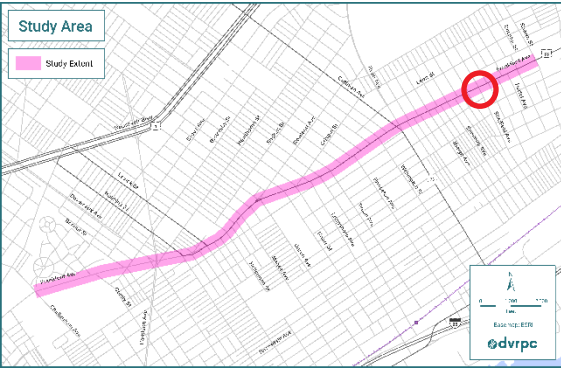
Wide turning radii, fast turns

Narrow parking/bus boarding lane

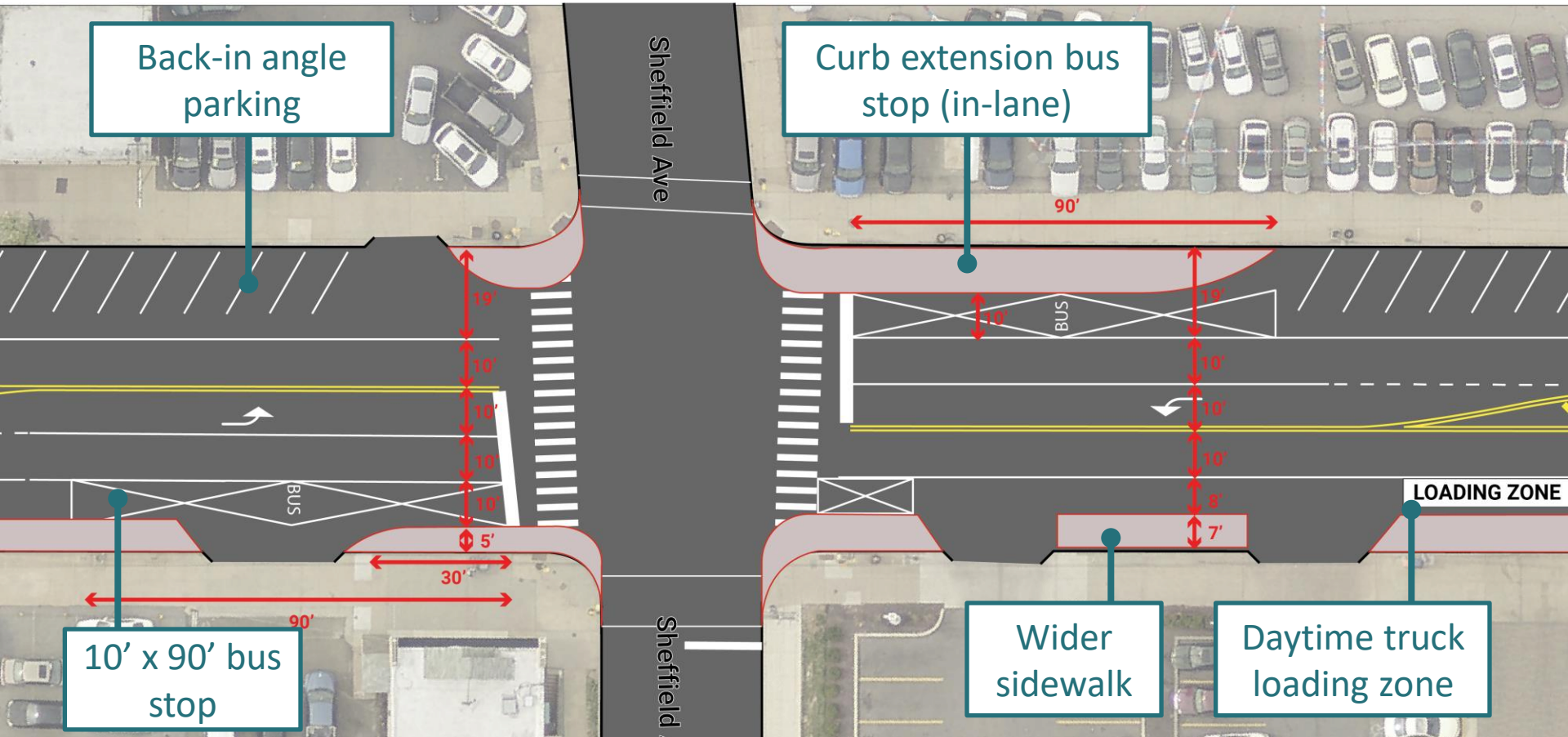
5 lanes



Long pedestrian crossings



Sheffield Avenue - Proposed



Next Steps

- **Write project report and post online for public comment (fall 2020)**
- **PennDOT HSIP improvements at Cottman and Ryan (TBD 2021)**
- **Mayfair BID to program expanded pedestrian plaza**
- **Identify funding sources and timeline for other recommendations**

**FRANKFORD AVE
MULTIMODAL STUDY**

Q & A