

Memo

To: Attendees

Prepared By: *Traffic Planning and Design (TPD) on behalf of PennDOT District 6-0*

Date Prepared: December 13, 2022

Project: Lincoln Drive Safety Study – Corridor Field Walk
City of Philadelphia, Philadelphia County, PA

Below is the summary of the information gathered during the corridor field walk held on Monday December 12, 2022.

Meeting Purpose: To discuss and visualize the safety concerns and issues along Lincoln Drive (from West Allens Lane to West Cliveden Street) experienced by residents/community of the West Mount Airy neighborhood by virtue of a field walk along the corridor. This field meeting was follow-up to the community meeting held in October.

Attendees: Philadelphia Streets Department (Rich Montanez, Crystal Jacobs, Vadim Fleysh, and Ben Baron), PennDOT Traffic Safety Unit (Sharang Malaviya), Traffic Planning & Design (Vince DeFlavia and Shelby Lynch), West Mount Airy Representatives (Anne Dicker, Dustin Ingram, and Sam Neubardt).

Community's Feedback & Potential Solutions:

The following comments were compiled from feedback gathered from all in attendance.

General

- The main concern raised by W. Mt. Airy is the speeds along the corridor and how this can be addressed
- Request for raised crosswalks at signalized intersections
- Bump-outs would be welcome at corners where feasible
- Request for vertical deflection devices where applicable
 - Discussed best to have these in straight segments of the roadway as opposed to horizontal curve segments for safety reasons
- Potential solution for curved segments may be the use of mumble strips
- Concern with illegal passing in Left Turn Lanes & Center Turn Lanes
- Concern with drivers not looking for pedestrians
- Potential use of centerline and/or edgeline sinusoidal rumble strips along the corridor
- Parking lane is not widely utilized south of Emlen Street
- Providing lead pedestrian intervals would be a good pedestrian safety addition
- Addition of mastarms and pedestrian signals with lead intervals will be a favorable upgrade to the corridor
 - City to submit GLG application to seek funding, design and construction project would be a few years out if funding secured in 2023

Lincoln Drive & Emlen Street

- Seeking a roundabout
 - Volumes and initial operational review seem to favor this type of option
 - Longer-term solution, a separate project and funding would be required to advance
 - ROW does not appear to be an issue based on existing roadway layout and condition; further investigation would need to be done on this
- A resident drew up a proposed plan to address the intersection
 - Anne is in possession of this sketch plan
- Upgrade of pavement markings and signing would be a short-term improvement

Lincoln Drive & Carpenter Lane

- Request for raised crosswalk
- Bikers using the parking lane as a bike lane
- Signals not readily visible
- No Pedestrian Countdown Timers

Lincoln Drive & McCallum Street

- Pedestrian Countdown Timers existing to cross Lincoln Drive

Lincoln Drive & Greene Street

- Pedestrian Countdown Timers existing to cross Lincoln Drive
- Reviews City plan for lane drop and shorter left turn lane for NB approach
 - Gore Markings and Flexible delineators part of solution

Lincoln Drive & Hortter Street

- Anne noted that this is the second highest crash intersection behind Emlen Street
- Signal out of driver cone of vision
 - Short-term improvement - City to add a near-side signal for NB approaching vehicles

Lincoln Drive & Upsal Street

- Introduce a large bump-out/curb extension and design to direct vehicles to make right turns only onto Lincoln Drive
 - Currently designed No Left Turn but the throat of the roadway is very wide and inviting for vehicles to make illegal turns

Lincoln Drive & Wayne Avenue/Cliveden Street

- Potential Roundabout location (Rich M.) due to the large open footprint of the area, ROW may not be an obstacle
 - Determine if this would be feasible operationally due to higher traffic volumes and elevations/slopes of the topography

Lincoln Drive & Mt. Pleasant Avenue

- Highest pedestrian intersection
- No Pedestrian Countdown Timers and 8" signal heads present
 - Short-term fix - City will look to upgrade signal heads to 12" and add near-side signal for NB traffic
- Request for bump-outs

- “No Turn On Red” posted for all legs of intersection, but not widely adhered to
- Heavy NB right turn and WB left turn make the pedestrian crossing on the south side difficult
- Double-parking along Mt. Pleasant can be challenging for motorists and pedestrians

Next Steps: Finalize a draft findings and recommendation report to share with the community, which may include some concept renderings for specific improvements that can be implemented.

Tentative Schedule Moving Forward:

- Initial Community Meeting – Completed October 19, 2022
- On-Street Corridor/Intersection walk-thru (small group) – Completed December 12, 2022
- Community Town Hall – To Be Scheduled (All) in Q1 2023
- Data Collection, Analyses, and Findings – Collection finalized, analyses and review of data ongoing, draft findings and recommendation to be prepared (TPD and PennDOT) in early Q1 2023