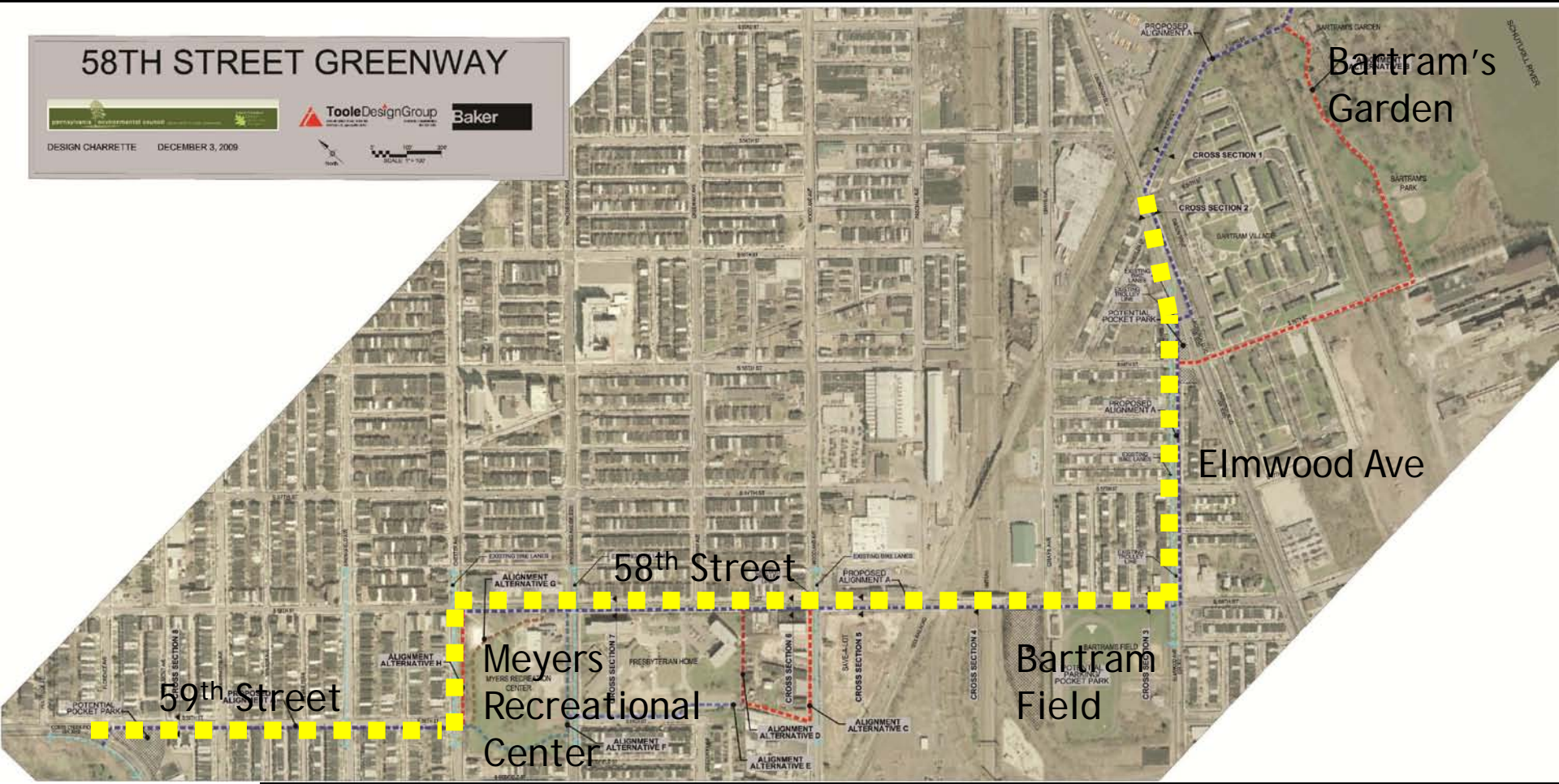


# Overall Project

**58TH STREET GREENWAY**

DESIGN CHARRETTE    DECEMBER 3, 2009

TooleDesignGroup    Baker



Cobbs Creek  
Park



# Project Scope

- 1.5 mile bicycle/pedestrian route in a highly urbanized section of southwest Philadelphia
- Connect Bartram's Garden Historic Site and Park to an existing bike trail at Cobbs Creek Park and create a link in the East Coast Greenway
- Removal of existing sidewalk and construction of a 8' -10' shared use path along west side of 58<sup>th</sup> Street. Create shared roadway on 59<sup>th</sup> Street.
- Traffic signal upgrades, traffic calming improvements, lighting improvements, street trees, and stormwater improvements



# Design/Safety Approach

- Calming of vehicle and bicycle speeds
- Identification/warning of potential conflict locations
- Pedestrian/bicyclist safety enhancements at intersections
- Reinforcement of “rules of the trail and rules of the road”

# Artistic Rendering



BEFORE



AFTER

Baker

# Traffic Calming and Safety Measures

- Curb extensions at intersections to slow traffic and shorten crossing distance
- Pedestrian countdown timers
- 3 second all red phase with concurrent “walk” phase for trail users to establish themselves in the intersection
- “Turning Vehicle Yield” for motorists and “Turn Warning” Signs for cyclists and pedestrians
- “No Turn on Red” signs at all signals to minimize conflicts
- “No Parking Here to Corner” signs to improve visibility

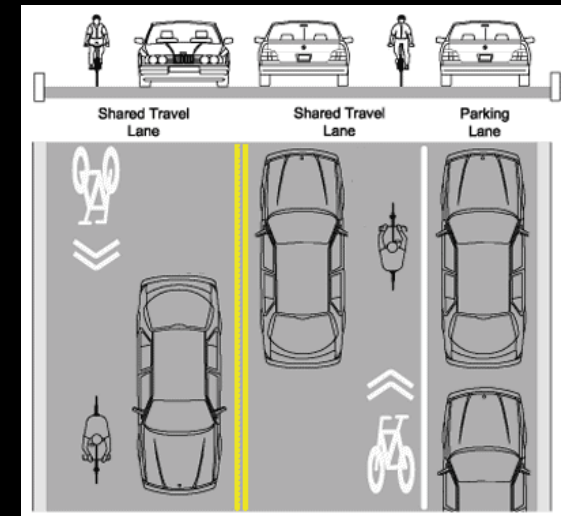


Warning/Regulatory Sign for Motorists

Warning Sign for Cyclists

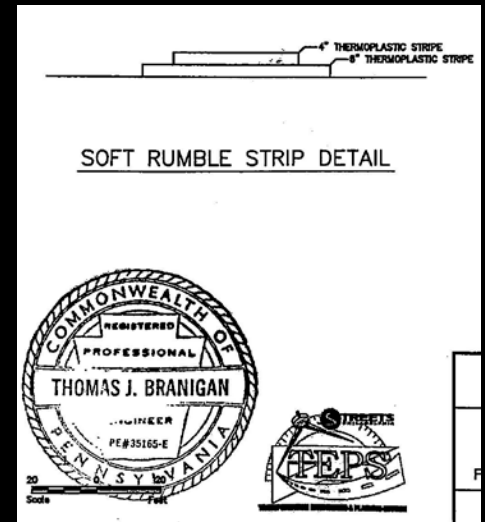
# Traffic Calming and Safety Measures (cont.)

- Colorized and textured sidewalk treatment at conflict points and prior to intersections – texture to slow down bikers and color to identify potential conflict area with pedestrians/vehicles
- Additional curb extensions to create space for transit users waiting for trolley and bus stops
- Applying to FHWA for experimental use of green paint for bike lanes
- Use of sharrows on 59<sup>th</sup> Street

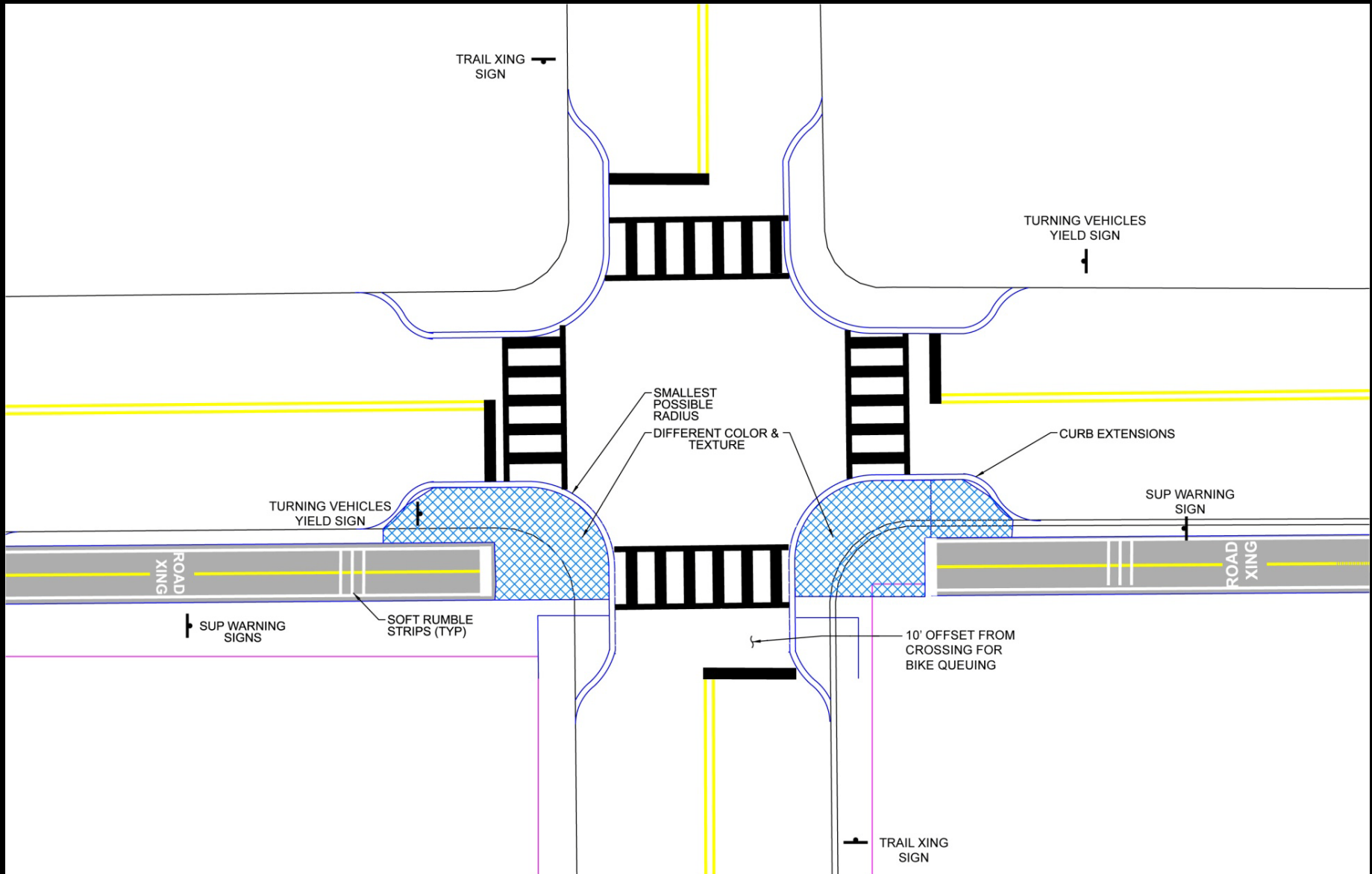


# Traffic Calming and Safety Measures (cont.)

- “Soft” rumble strips (i.e. doubled up thermoplastic pavement markings) in advance of intersections/driveways to reduce bicycle speeds and enhance awareness of crossings under consideration
- “Road Xing” pavement legend on SUP in advance of all crossings
- Place edge lines on SUP 1’ in from edges to visually narrow the SUP and help control bicycle speeds approaching intersections
- 10’ offset from stop bar to crosswalk to serve as a unofficial bike box



# Example Intersection



# Reinforcement of “rules of the trail and rules of the road”

- Appropriate signs and markings per AASHTO and MUTCD at regular interval along roadway and shared use path
- Additional education signs (i.e. Use bell or voice when passing)



# Education Program

-Upon completion of construction, recommend implementing an education program for the neighborhood to learn the “rules of the path” and to educate drivers about the new facility. (Utilize local Bike Clubs, Environmental non-profit groups, etc.)

-Organize community bike rides/walks, make and distribute brochures about the SUP, do presentations at local schools and City Recreation Centers

- Utilize several in street “Yield to Pedestrian” Placards at major intersections for limited time frame to educate drivers

