

Traffic Calming Meeting Summary
May 25, 2022

Kevin O'Connell and Mark Washington from the Streets Department covered the basics of submitting requests for traffic calming: must come from residents of the block, Streets will record speeds, to qualify must see 85th percentile speeds 10 mph over speed limit (e.g. more than 15 out of 100 drivers going faster than 34 mph in a 25 mph zone).

The following table shows the date and result of **the most recent traffic calming (T.C.) studies** in the neighborhood (Girard to Berks) on 2nd and 5th streets. The speed is the recorded 85th percentile speed. Both streets have a 25mph speed limit (2nd lowered 10+ years ago; 5th St was lowered from 30mph last fall). Studies more than 2 years old considered stale, can be reevaluated.

5th Street	from:	to:	Block Length	Most Recent T.C. Study:
1200	Girard Av (signal)	Thompson St	425ft	N/A
1300	Thompson St (signal)	Master St	450ft	28mph (9/29/2020)
1400	Master St (signal)	Jefferson St	500ft	31mph (10/13/2020)
1500	Jefferson St (allway-stop)	Oxford St	525ft	28mph (9/5/2021)
1600	Oxford St (allway-stop)	Cecil B Moore	550ft	29mph (10/13/2020)
1700	Cecil B Moore Ave (signal)	Germantown	550ft	N/A
1800	Germantown Ave (allway-stop)	Berks St (signal)	550ft	N/A
2nd Street	from:	to:	Block Length	Most Recent T.C. Study:
1800 - 1700	Berks St (signal)	Cecil B Moore	1100ft	study pending
1600	Cecil B Moore Ave (signal)	Oxford St	525ft	N/A
1500	Oxford St (signal)	Jefferson St	400ft	33mph (7/29/2020)
1400	Jefferson St (signal)	Master St	425ft	29mph (7/24/2019)
1300	Master St (signal)	Thompson St	550ft	study pending
1200	Thompson St (signal)	Girard Ave (signal)	500ft	N/A

Regarding **traffic signals**, 2nd St is a "signalized corridor" (Erie to Girard) so conversion to stop signs is not possible. The lights should be timed to encourage drivers to travel the speed limit to hit all greens (historically set to 27mph). 5th St could be considered for conversion to stop signs at Thompson, Master, and Cecil B. Moore. This would involve petitioning the blocks (75%) and getting letters of support from council members. Streets would pilot by bagging the signals for 6+ months before permanent removal (once they are gone, very expensive to put back).

Regarding **no turn on red signs**, these should be installed on 2nd St already, if not Streets can investigate.

Regarding **special consideration around schools**, these are factored into the points assigned to a block applying for traffic calming. In addition, schools can apply for school hour speed signs/flashers and high visibility school crossing/no parking signs.

Regarding **speed cushions**, Streets has a [point system](#) for installing them, which locations south of Girard met. These include speeding, traffic volume, presence of schools, presence of other pedestrian generators, crash history. Bike share streets do not count. Neighbors can collect evidence of crashes to submit to Streets and build case for traffic calming. Speed cushions are designed so that wider axle vehicles (like trucks) can pass unimpeded (which diminishes noise issues).

Regarding **curb extensions** (where the sidewalk juts out at the intersection to shorten pedestrian crossing distance and narrow the roadway), these are uncommon for Streets to install due to expense (\$100k+). Typically part of another project like when Water Dept installs stormwater infrastructure or as a part of large new developments

Regarding **other types of traffic calming**, rumble strips make a lot of noise and are not recommended for residential areas, raised intersections are expensive so not used in many places. Updating line striping should be requested in the early part of the year (up to August); highway division sets the schedule for this. 5th St is set for repaving this year or next.

After Q&A with the Streets representatives, neighbors stayed on the call for community discussion. Key locations for focused efforts include 5th and Master (proximity to Ludlow, Cruz, Little City, and Drueding), 2nd and Master (proximity to Lasalle, St. Michael's, Hancock playground), possibly 2nd and Cecil B; these are places we should push for curb extensions.

Northern Liberties' [experience](#) was to bring in top brass from Streets who can overrule obstacles like not meeting 85th percentile. Also important to get council members involved. Automated Red Light Enforcement program can help pay for safety improvements. It's important that the neighborhood speak with one voice (i.e. we agree not only on the speeding problem, but the traffic calming solution).