



American Street Industrial Corridor

Transportation Engineering and Safety Conference
December 7, 2017

Presented By:
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Rebecca Biro, PE, PTOE – JMT



Project Location



American Street Corridor

- Two mile long former industrial corridor
- 26' to 84' wide cartway
- Abandoned railroad tracks

Transportation Investment Generating Economic Recovery (TIGER)

Innovative, multi-modal, multi-jurisdictional projects to generate economic development and improve access to safe and affordable transportation

- Grant Funding - \$5M
- Total Construction Cost - \$25M
- Expedited schedule (1 year design)
 - March 2016 – Notice to Proceed
 - December 2016 – Preliminary Design
 - April 2017 – FDOM
 - June 2017 – PS&E Approval
 - January 2018 - December 2020 – Construction Duration
- Goals
 - Remove abandoned rail tracks
 - Install a center median to promote Green Stormwater Infrastructure (GSI)
 - Provide an accessible multi-modal corridor



Design Team

- **Gilmore & Associates (Prime)**
 - Overall Project Management
 - Green Stormwater Infrastructure (GSI) Design
 - Drainage Design
 - Streetscape and Landscape Design
 - Utility Coordination
 - Geotechnical and Environmental Testing & Reporting
 - Infiltration Testing
- **JMT**
 - Roadway Design
 - Traffic Analysis
 - Signal Design
 - Sign and Pavement Markings
 - Lighting/Electrical Engineering
 - Natural and Cultural Resources

- **KMJ**
 - Public Involvement
 - Maintenance and Protection of Traffic
- **Malick & Scherer**
 - Survey
- **Promatech**
 - Cost Estimate



Promatech Inc.
WBE/SBE/DBE

Project Partners

- Philadelphia Water Department
- Philadelphia Department of Streets
- Philadelphia Commerce Department
- Philadelphia City Planning Commission
- PennDOT
- USDOT – TIGER Grant



Project Steering Committee

American Supply Company

Arab American CDC

Asociación Puertorriqueños en Marcha

COFCO

Congreso de Latinos Unidos

EG Emils

FINANTA

HACE

Norris Square Community Alliance

Olde Kensington Civic Association

Phila. Local Initiatives Support Corp.

Plaza Americana

SEPTA

South Kensington Community Partners

Taller Puertorriqueño

Women's Community Revitalization Project

Representative of Council President

Darrell L. Clarke

Representative of Councilwoman Maria

D. Quiñones-Sánchez

Public Outreach

Improvements are Coming to American Street
PUBLIC OPEN HOUSES
The City of Philadelphia has received federal funding to make improvements along American Street between Girard and Indiana Avenues.

Trees, bike racks, benches, and lighting.

Tuesday, November 15, 2016
4:30pm – 8:00pm
Front & Palmer St.
1750 N. Front St.
Philadelphia, PA 19122

Thursday, November 17, 2016
4:30pm – 8:00pm
Pan American Academy
Charter School (cafeteria)
2830 N. American St.
Philadelphia, PA 19133

Mejoramiento Viene a American Street
CASA ABIERTAS PÚBLICAS
La Ciudad de Philadelphia ha recibido fondos federales para mejorar a American Street entre Girard Avenue y Indiana Avenue.

¡Árboles, estacionamiento de bicicletas, bancos, iluminación y mucho más - Ven a ver los mejoramientos planeado para American Street!

martes, 15 de noviembre de 2016
4:30pm – 8:00pm
Front & Palmer St.
1750 N. Front St.
Philadelphia, PA 19122

jueves, 17 de noviembre de 2016
4:30pm – 8:00pm
Pan American Academy
Charter School (cafeteria)
2830 N. American St.
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Comidas ligera sera servida.
Traducción en español será ofrecido. Consulte a un miembro del equipo para asistencia.
American Street es servido por el autobús de SEPTA Ruta 57. El autobús de SEPTA Ruta 3 viaja entre American Street y N. Front Street.

Para más información sobre este proyecto, contacte con nosotros: AmericanStStreetscape@gmail.com

PHILADELPHIA WATER

PHILADELPHIA WATER

SEPTA

TIGER

Este material está basado en trabajo apoyado por la FHWA. Las opiniones, resultados y conclusiones expresadas en esta publicación son las del autor y no necesariamente reflejan la opinión de la FHWA.

Public Meetings – 1 North / 1 South Meeting

1. Initial Design - July 2016
 - Presentation of initial design concepts
 - Approximately 150-200 residents
2. Streetscaping - November 2016
 - Communicate major design changes
 - Gather input on streetscape elements
3. Construction Schedule & Impact - July 2017

Businesses – Reached out to every business along the corridor

- Access Property & Loading Operations
- Truck Size

American Street Corridor

North: Commercial / School Area and Residential

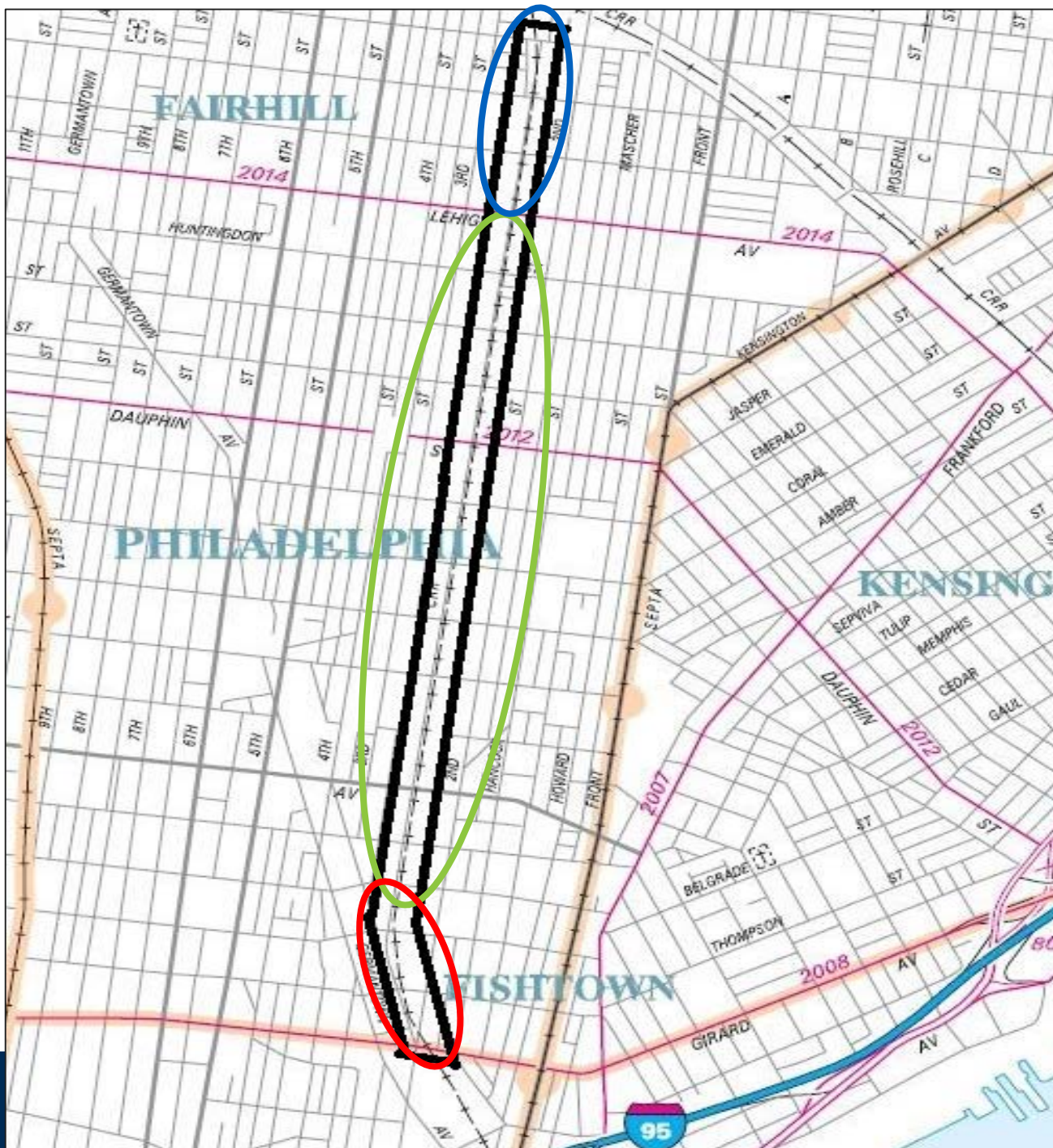
- 84' Cartway; 120' ROW
- Established residents
- Large school that lacks parking
- Economically disadvantaged

Industrial Area

- 84' Cartway; 120' ROW
- Active and inactive industrial sites
- Abandoned properties
- Beginning to attract new development

South: Mixed Use and Residential Area

- 26' Cartway
- Experiencing redevelopment
- New residents and businesses



Southern Section

Existing Design

- Complicated 5-leg intersection
- Large trucks going SB on American Street block the intersection
- Significant number of crashes involving pedestrians



Southern Section

Final Design

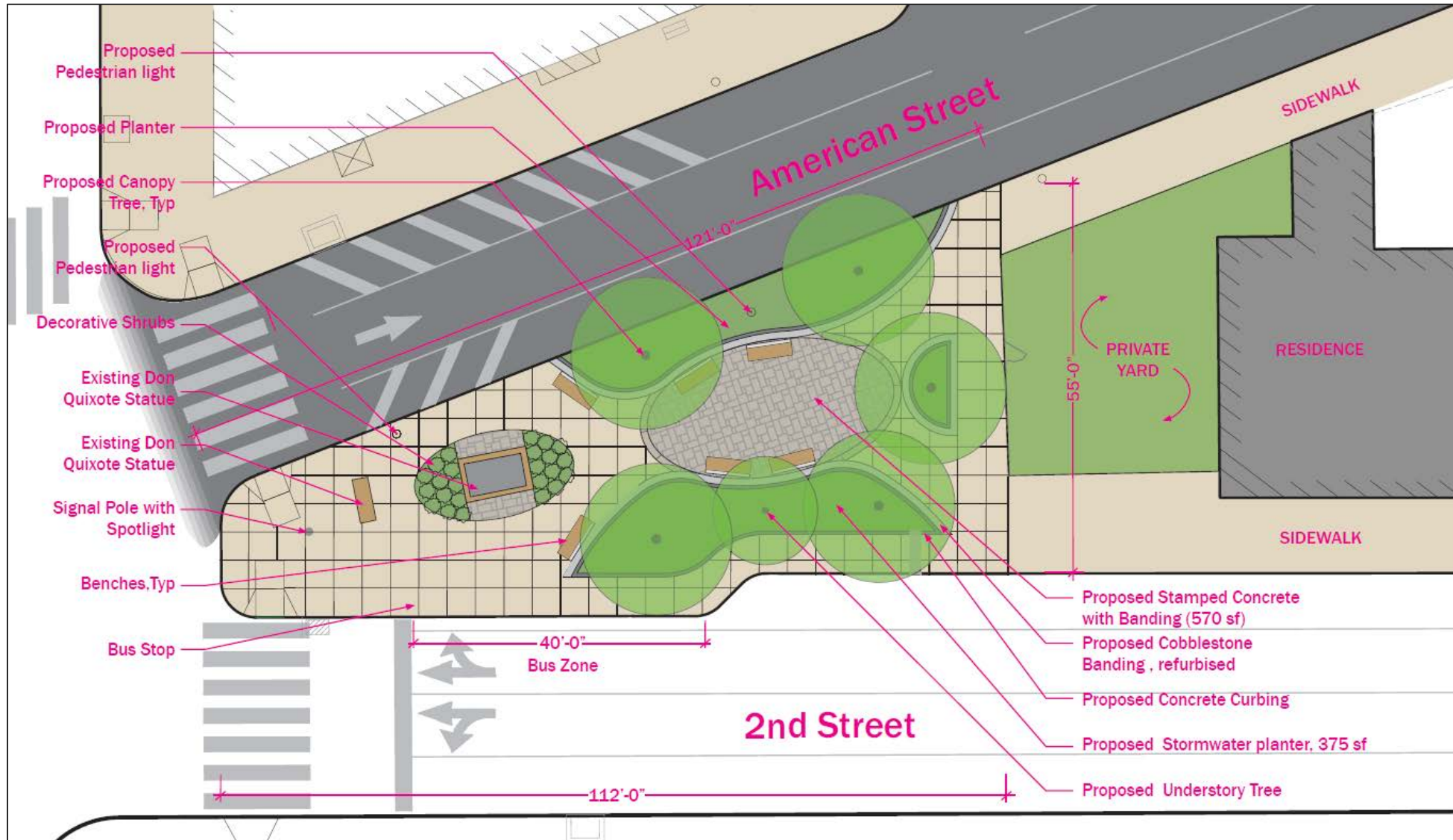
- Conversion of American Street to one way NB to Thompson Street
- Closure of Stiles Street Cut Through
- Reroute SB traffic to 2nd Street via Thompson Street



Southern Section

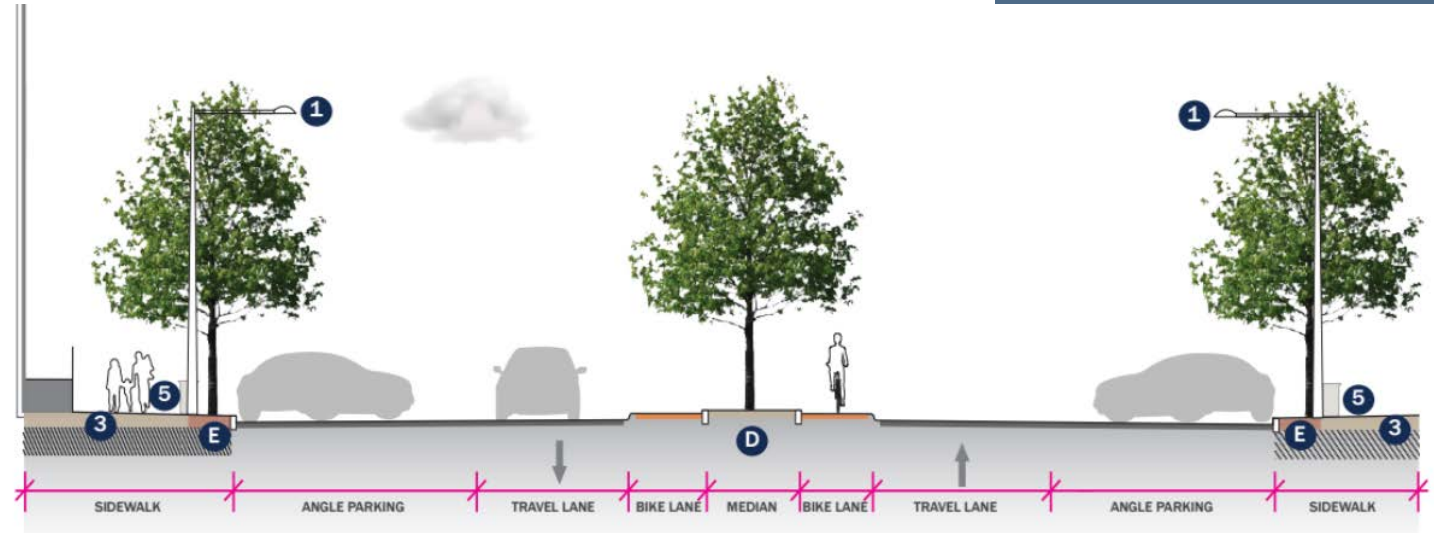
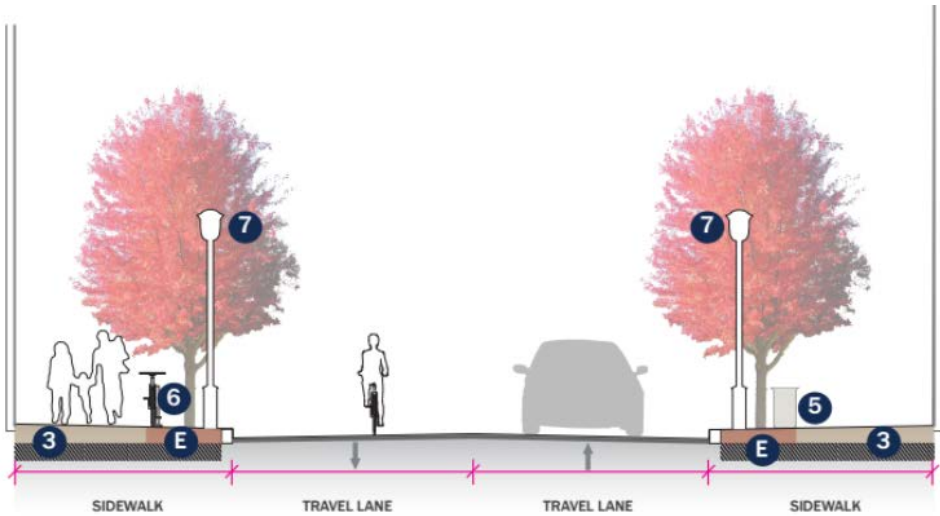
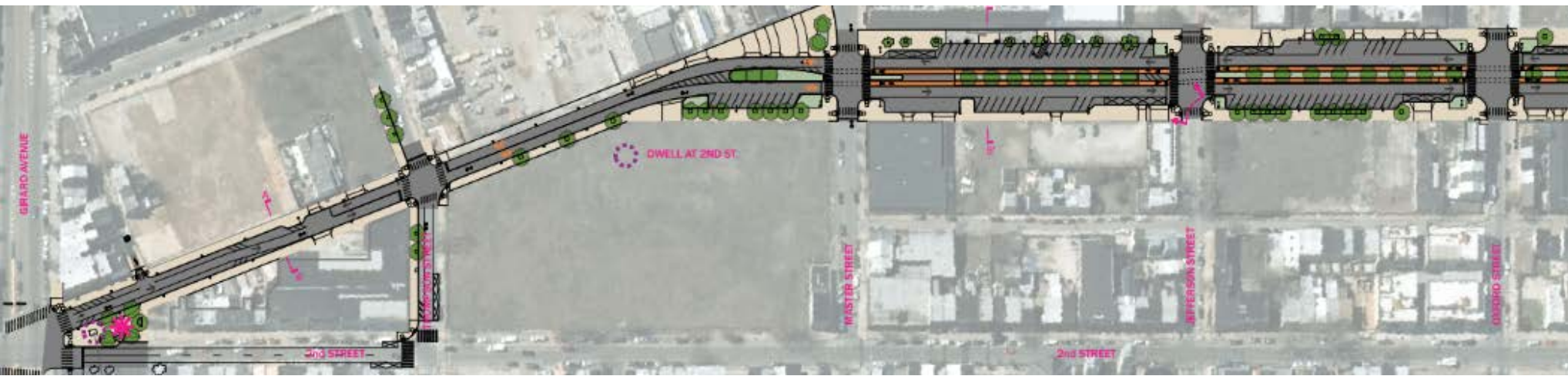
Final Design

- Bus Bump-out
- Plaza
- Don Quixote Statue maintained



Southern Section

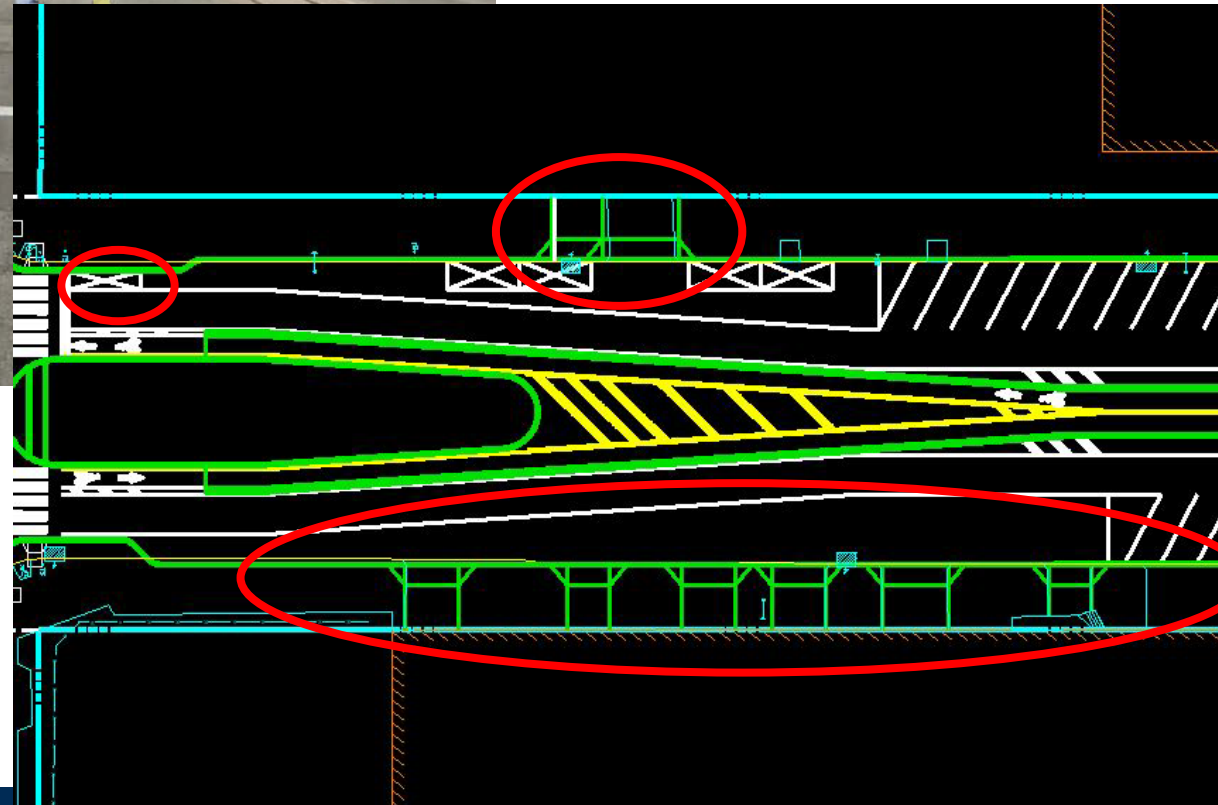
- Multi-modal Accessibility
- Parking
- Lighting



Industrial Section

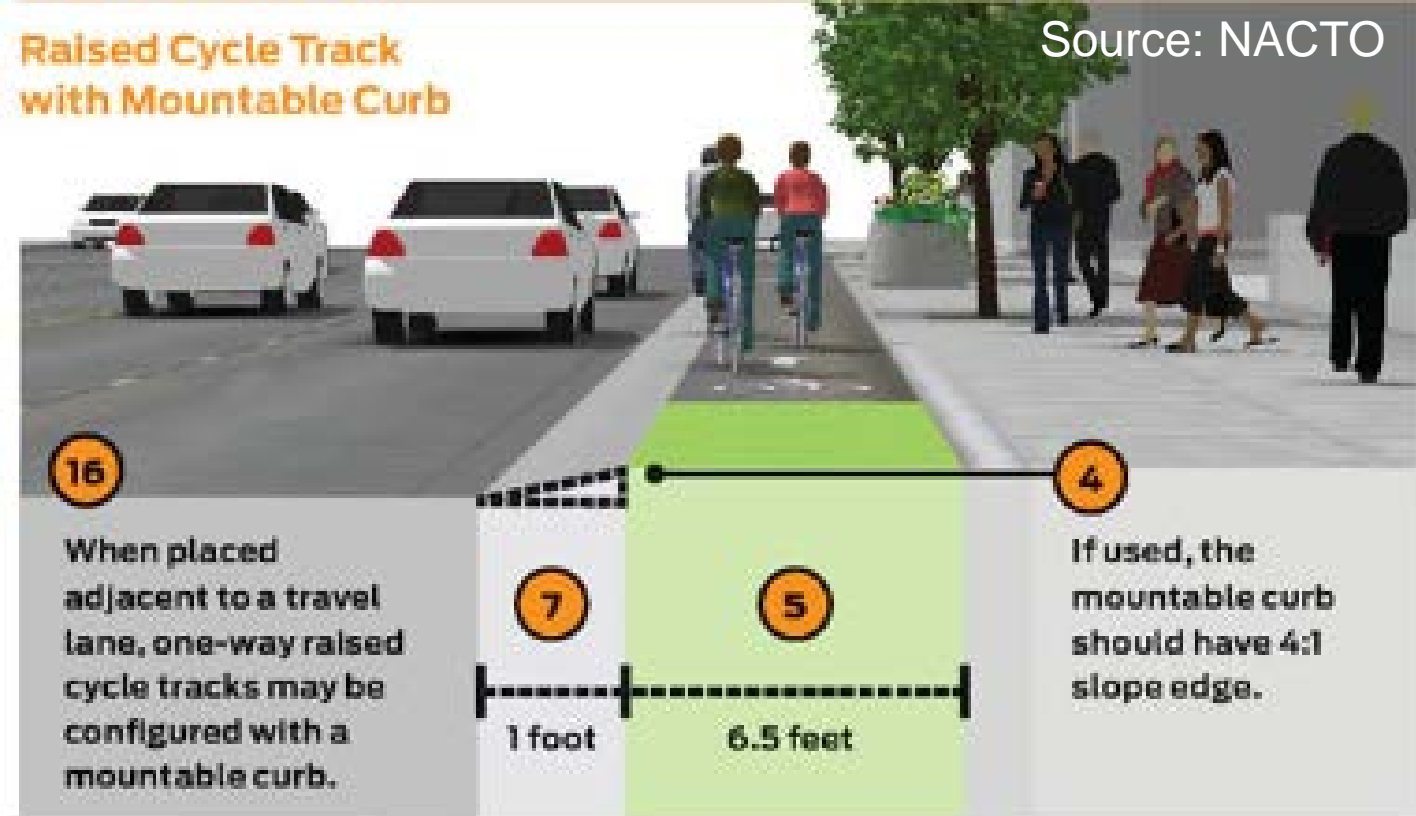
Design Concerns

- Accommodate All Stakeholders
- Business Driveways
- Bus Stops
- 40' long bump out
- Bike Lanes
- Parking Priority
- GSI – Maximize Bio Swale Locations



Source: NACTO

Raised Cycle Track with Mountable Curb



16

When placed adjacent to a travel lane, one-way raised cycle tracks may be configured with a mountable curb.

7

1 foot

5

6.5 feet

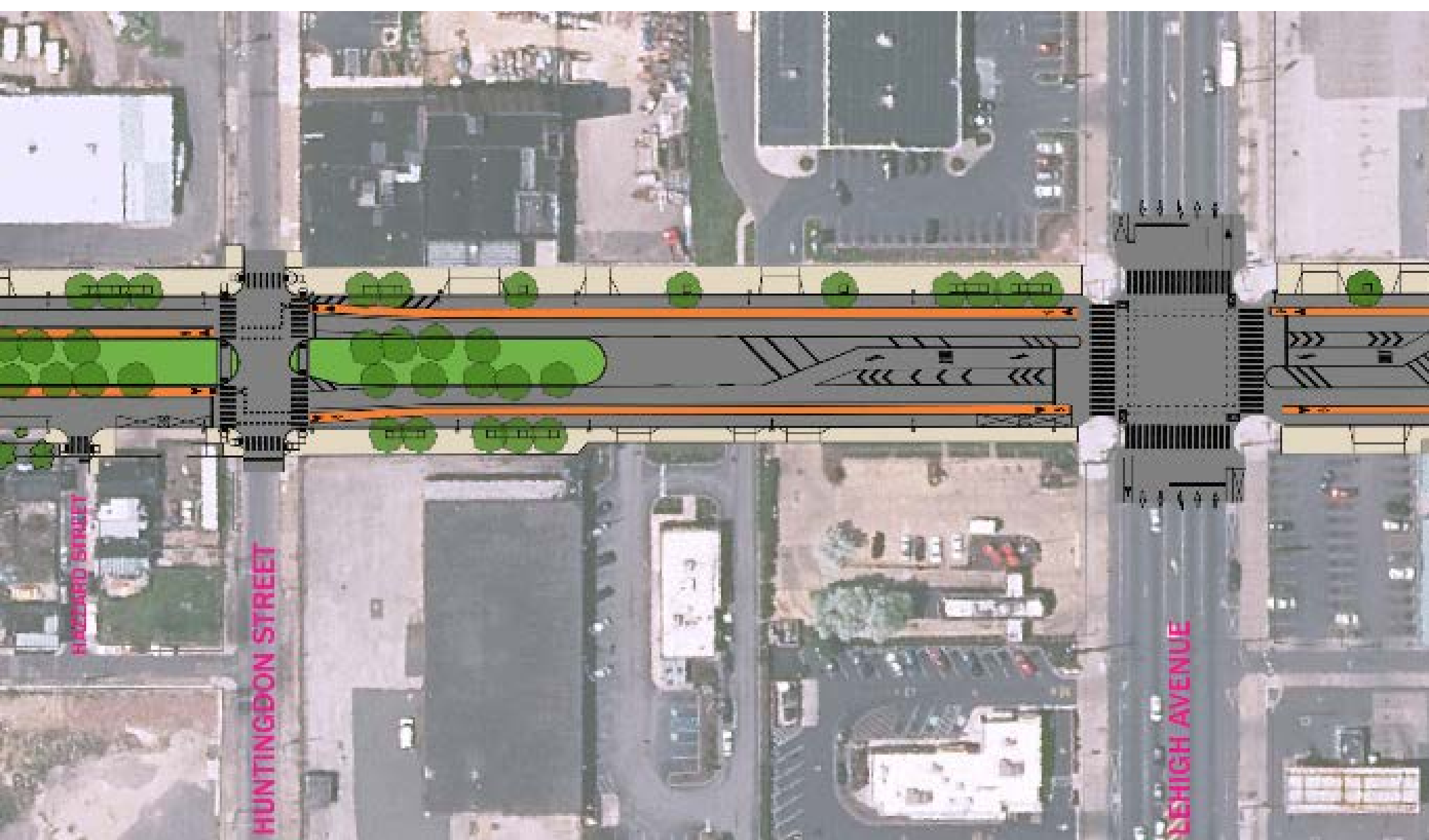
4

If used, the mountable curb should have 4:1 slope edge.



Bike Lanes – Design Guidance

- Median
 - NYC, DC
- Buffered
- Raised Bike Lane
 - NACTO



Bicycle Lane Shift

- Signal
- Mid-Block
- Unsignalized AWSC

Industrial Section

- Focus: Large trucks
- Parking Priority – Low.
- Maximize Bioswales





Northern Section

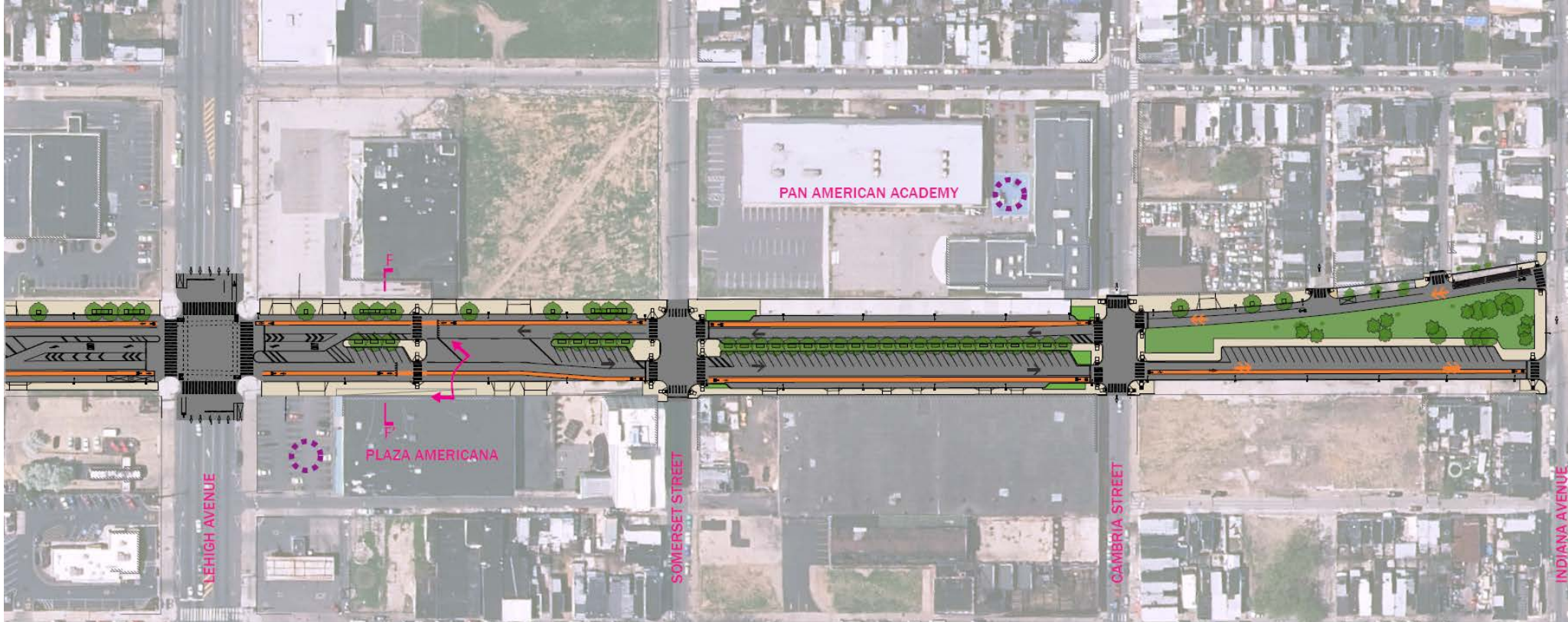
Existing Conditions

- Focus: PARKING!
- In-Street
- School
- Shopping
- New grocery store opening soon

Northern Section

Final Design

- Focus: **Maximize Parking**
- Legal back in angle and parallel parking
- Pedestrian Accessible Route - Median with sidewalk and ADA ramps
- Right side buffered bike lanes



American Street Streetscape

Next Steps –

- Construction begins 1/2018

Lessons Learned

- Communication
- Teamwork
- Firm Decision-making from Owner
- Managing expectations
- Prepare for Changes
 - Changes in Ownership
 - Changes in Desires





Questions?



How many driveways do you see?

How do you access your driveway?



Contact Information

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