



Intentionally blank to facilitate double-sided printing

Acknowledgements



Media Borough **Traffic Calming Plan**

June 2020

This report, with funding from the Delaware Valley Regional Planning Commission (DVRPC)'s Transportation and Community Development Initiative (TCDI), provides a long-term planning blueprint for safely accommodating all roadway users and residents throughout Media Borough's roadways and neighborhood streets. This plan is intended to guide future transportation decisions across the Borough and serve as a resource for Media Borough, Delaware County, PennDOT, SEPTA, and the DVRPC.

PROJECT SPONSOR

Media Borough

102 North Jackson Street
Media, PA 19063

FUNDING PROVIDED BY

Delaware Valley Regional Planning Commission

190 N Independence Mall West
Philadelphia, PA 19106

CONSULTANT

Traffic Planning and Design, Inc.

1025 Andrew Drive, Suite 110
West Chester, PA 19380

STEERING COMMITTEE MEMBERS:

Kevin Boyer, *Borough Council*

Corey Brown, *Delaware County Planning Department*

Ed Gibson, *Chief, Media Fire Company*

Jim Jeffery, *Code Enforcement Director*

Lisa Johnson, *Borough Council Chair of Public Safety Committee*

Greg Krykewycz, *DVRPC/TCDI Program Officer
Borough EAC Member*

Kevin Matson, *Borough Engineer*

Bob McMahon, *Mayor*

Andy Parker, *Borough Traffic Engineer/
McCormick Taylor*

Karen Taussig-Lux, *Borough Grants Administrator*

Peter Williamson, *Borough Council*

Marty Wusinich, *Chief of Borough Police*

Intentionally blank to facilitate double-sided printing

Table of Contents

Project Background	7
Ongoing Borough Initiatives	10
Overview of Stakeholder Engagement	14
Steering Committee	15
Open Streets Event	15
Public Meeting #1	16
Pedestrian Safety Audit	18
Interactive Map	20
Stakeholder Interviews	21
Steering Committee	22
Menti-Meter Results	22
Public Meeting #2	22
Framing a Borough-Wide Traffic Calming Strategy	23
Understanding the Regional Context	24
Wiki-mapping Results	24
Toolbox of Traffic Calming Measures	32
Traffic Calming Improvement Plans	41
Overview of Improvements	43
Baltimore Avenue	44
State, Front, and Third Streets	52
Jefferson Street	58
Orange Street	64
Providence Road / Monroe Street	68
Ridge Road / Olive Street	74
Implementation Plan	79
Education & Encouragement Strategies	80
Engineering Strategies	82
Standardize Signing and Pavement Markings	83
Code Update Recommendations	83
Cost Estimates	85
Implementation and Funding Opportunities	86
Appendix	89

Intentionally blank to facilitate double-sided printing



Project Background

Project Background

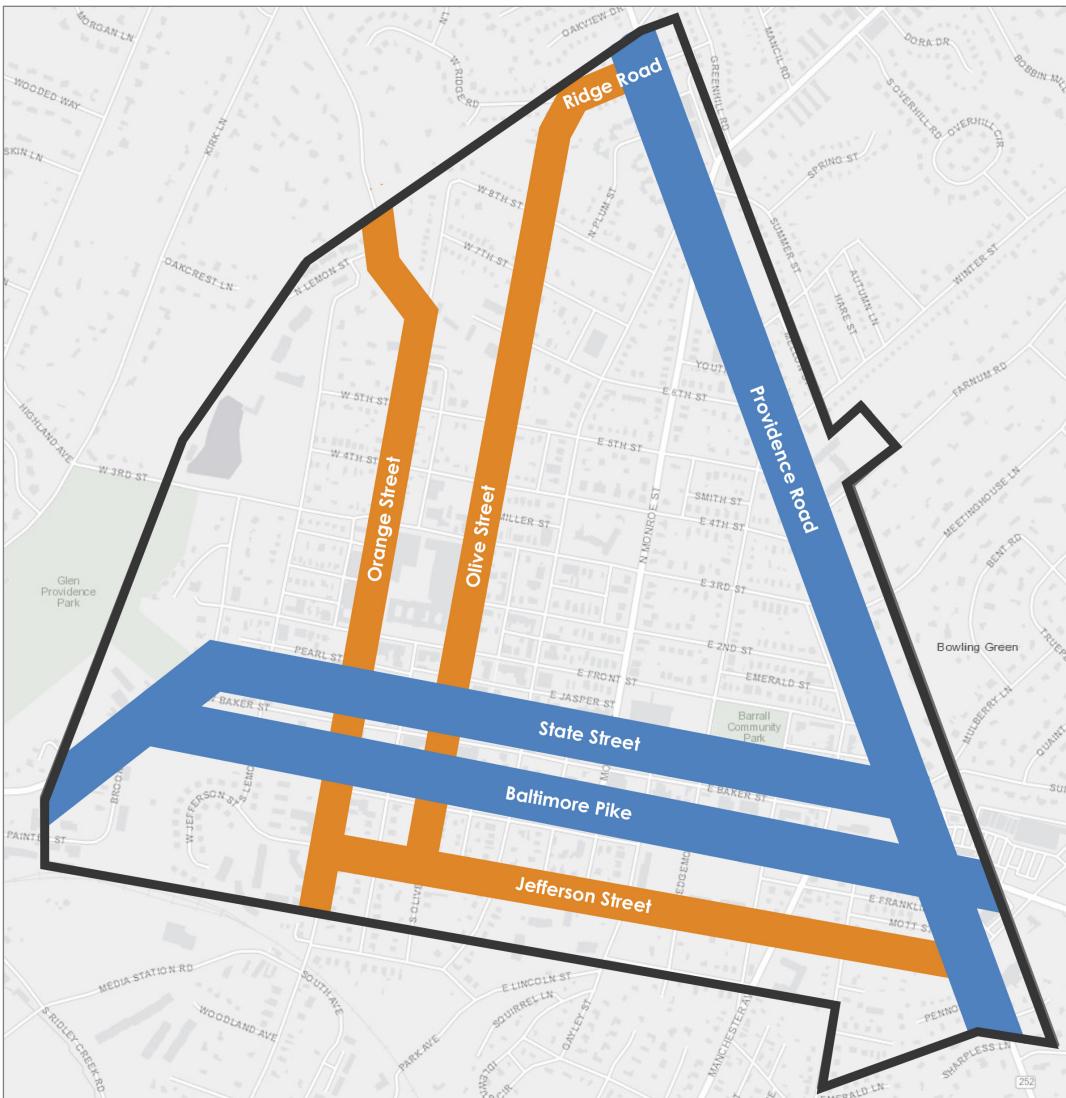
Inefforts to keep "Everybody's Home Town" as a thriving, walkable, multimodal community with a mix of residential and commercial uses, Media Borough obtained funding through Delaware Valley Regional Planning Commission (DVRPC)'s Transportation and Community Development Initiative (TCDI) program to conduct an extensive borough-wide traffic calming study. The Borough hired Traffic Planning and Design, Inc. to develop this Traffic Calming Plan for the Borough's ongoing use and implementation.

Media is extremely fortunate to have such a variety of transportation alternatives available. In addition to the traditional road network, Media Borough is served by SEPTA's 101 Trolley and the Media-Elwyn Regional Rail line. The Borough is also serviced by two bus routes: the SEPTA 110, which travels between 69th Street Terminal and the Promenade at Granite Run; and the SEPTA 118, which travels between Chester City and Newtown Square.

The Borough enjoys an extensive sidewalk network, and the Borough is constantly looking to expand the sidewalk system through grant opportunities to further improve the community's walkability. In addition, the Borough has also been implementing a bicycle network. In aggregate, these improvements will enable Media to truly have "Complete Streets".

Issues can arise when different modes of transportation come into conflict with





Map of three primary and three secondary corridors the study focuses on.

each other and with all of the available transportation options; proper planning and design is vital to ensure safety for all roadway users. Maintaining functional operating speeds along corridors designed to handle large volumes of traffic is essential to ensure that motor vehicles do not become frustrated in long traffic queues and start using local residential roads to avoid congestion. Alternatively, it is important that the local road network is designed in such a way to safely accommodate local traffic and provide access to businesses and offices, but with slower operating speeds that do not encourage through traffic. This document will help serve as a guide to ensure that future improvements to roads are consistent with Media's vision of a safe, multimodal-accommodating and thriving community.

Media Borough has identified three primary and three secondary corridors to be the focus of the study. Baltimore Avenue, Providence Road and State Street are the primary corridors while Jefferson Street, Orange Street and Ridge Road/Olive Street are the secondary corridors. This plan will address specific treatments that are appropriate for each of these three corridors, and will also have general guidance for all other Borough roadways for effective traffic calming strategies.

There is no "one size fits all" approach to traffic calming. Each roadway must be carefully evaluated to ensure that appropriate treatments

PROJECT SUCCESS: Owen Avenue, Upper Darby, Delaware County, PA

Traffic Planning and Design was hired by Upper Darby Township to address traffic calming issues along the 300 block of Owen Avenue. After careful consideration of many factors and working with the Township and neighborhood, a plan was set to include gateway treatments at the entrances of the block as well as a pinch point in the middle of the block funneling traffic down to one lane for both directions.

The plan included the installation of temporary treatments, using paint and plastic delineators, to test the efficacy before expending capital money on a permanent installation. This pinch point has been very successful in reducing vehicular cut-through traffic along the roadway. This treatment has also been effective in making this a more bicycle friendly street.



are applied. Emergency vehicle routes, bus routes, pedestrian generators and destinations, and so many other factors must be identified in order to make informed decisions if a specific treatment will work on each roadway.

the Plum Street Mall area between Jasper Street and Baker Street. This popular location for gatherings and outdoor seating will be reconstructed to enhance the amenities for the public and will add several additional canopy trees.

ONGOING BOROUGH INITIATIVES

This Traffic Calming Plan will build off previous Borough efforts that have laid the ground work for multimodal improvements, including:

Plum Street Mall

The Borough will be updating and redesigning

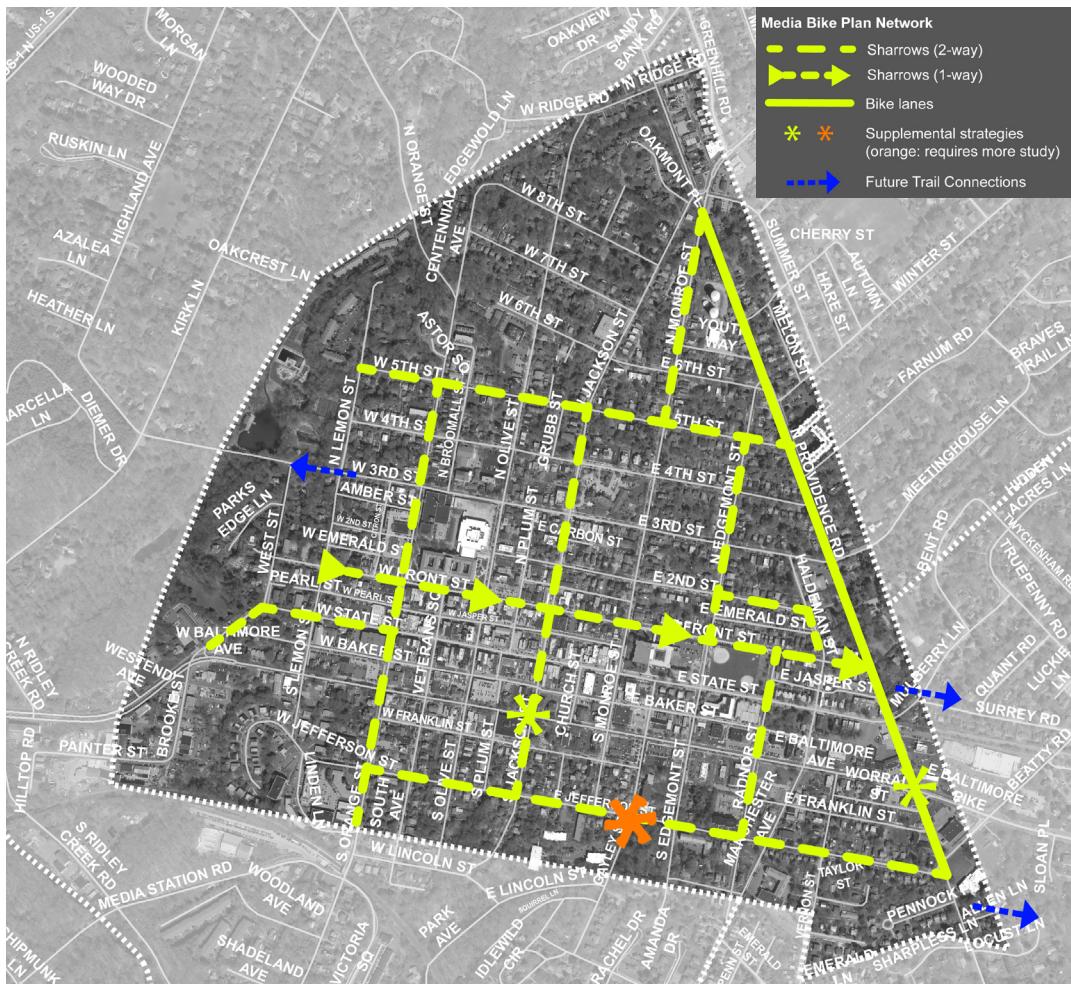
Wayfinding and Signage Plan

Signage and wayfinding plays an important role in how people navigate and find destinations. The Borough hired Merje Design Group to complete a wayfinding and signage plan for the Borough. Media will be implementing this plan to improve, support and enhance both visitors' and residents' experience when traversing through the

Borough. The signage will direct people to destinations such as parks, historic venues, parking locations, government and municipal buildings, the State Street District, public transportation and many other assets within the Borough.

Curb Bump-Out at the Intersection of Olive Street and Ridge Road

Media secured funding to design a large curb bump-out at the intersection of Olive Street and Ridge Road which will have a dual effect. This curb bump-out serves as a traffic calming device to tighten up this very wide intersection deterring vehicles from traveling too fast and also will help



Media Borough bike plan network

mitigate stormwater runoff as the bump-out will also be designed into a rain garden. Innovative concepts such as this maximize limited infrastructure funding dollars and help address multiple issues.

Bike Facility Implementation Plan

The Borough Environmental Advisory Council developed this implementation plan for bicycle corridors and connections. Much of this plan has been implemented over the past several years, resulting in an extensive network of sharrows throughout the Borough. Of note, the Borough's Bike Plan recommended a neighborhood greenway concept be further detailed for the Jefferson Street Corridor. Traffic calming treatments recommended in this Traffic Calming Plan will enable the full realization of this neighborhood greenway concept.

Dining Under the Stars

Every Wednesday evening from May through September, Media Borough closes State Street to vehicular traffic between Orange and Jackson Streets for an al fresco dining experience called "Dining Under the Stars". This allows for outdoor seating to the numerous restaurants and cafés along this stretch of road. Outdoor seating is offered as chairs and tables are assembled along the sidewalks and in the road, allowing residents and visitors to experience the street in a whole new way. Due to COVID-19 restrictions, Dining Under the Stars has been



Dining Under the Stars



Open Streets Event



Pedestrians on Olive St during the COVID-19 shelter-in-place restrictions (Photo courtesy of Greg Krykewycz)

postponed for summer 2020, but the event has demonstrated the public's eagerness for 'people-first' streets and events.

Open Streets Event

Annually each fall, Media closes neighborhood streets to vehicular traffic to host the annual Open Streets Event. This day is a family friendly event featuring live music, food and many vendors that host tables along these stretches of roads. Visitors to this event are encouraged to use any non-motorized method of transportation to travel around such as bikes, scooters, and strollers. This recreational event promotes a healthy lifestyle for residents and surrounding neighbors, while providing local businesses an avenue to engage with potential new customers.

COVID-19 Impact

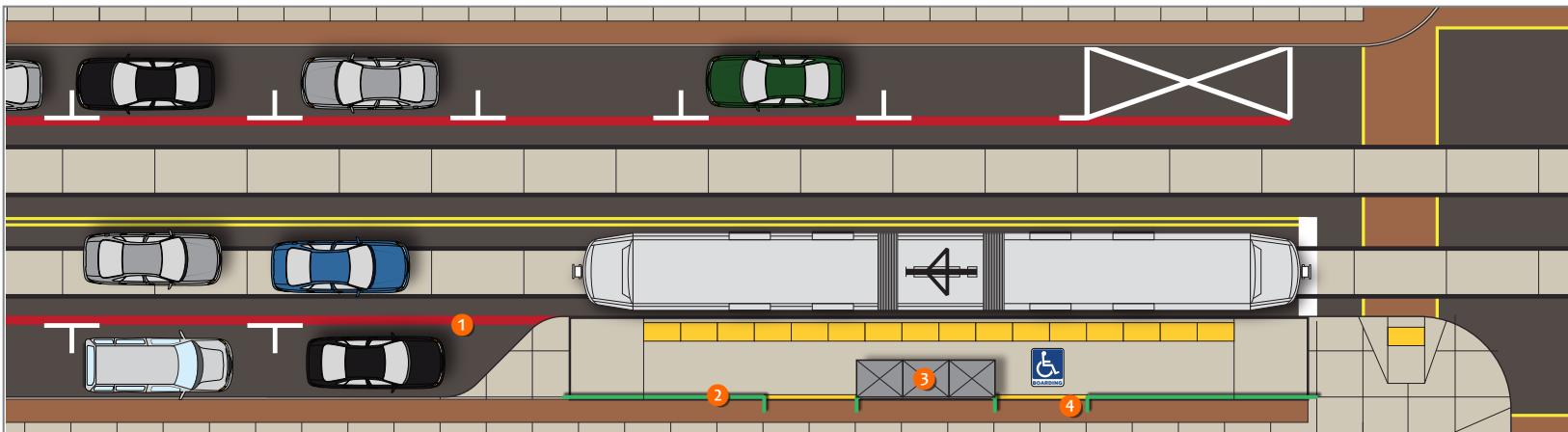
Due to COVID-19 shelter-in-place restrictions, the Borough – like many communities across the United States and world – experienced a significant decrease in vehicular traffic volumes and correspondingly significant increase in walking and biking along streets. Among the takeaways, this notable behavior change suggests there is a strong preference for increased multimodal activity when traffic volumes are governed/moderated. On the other hand, Borough police also reported an increase in speeding/vehicle speeds due to decreased congestion throughout the Borough. Both of these observations support a borough-wide traffic calming strategy to regulate vehicle speeds, ensure user safety, and encourage greater utilization of non-motorized modes.

Other Initiatives

SEPTA's Trolley Plans

SEPTA has long term plans to greatly improve the trolley service within Media Borough. This is a significant capital investment that will convert the current single track configuration to double track which allows for both inbound and outbound trolleys simultaneously within Media Borough. This will improve service as well as eliminate most conflicts with motor vehicles along State Street. The present configuration with trolley tracks running down the center of State Street, both eastbound and westbound drivers constantly must navigate along the corridor to avoid the trolley.

In addition to double-tracking the trolley line along State Street, SEPTA plans to make all stops American Disability Act compliant



SEPTA Trolley Plan (courtesy of DVRPC Trolley Modernization Study)

by creating curb bump-outs and elevated platforms. There is no timeframe when SEPTA plans to install these improvements. However, with these major corridor reconstruction changes coming in the future, making any kind of significant infrastructure investments along State Street would not be prudent at this time.

Bicyclist's Baltimore Pike

The DVRPC and the Delaware County Planning Department have developed and implemented a bicycle friendly road network that connects Swarthmore Borough to the City of Philadelphia via Morton Borough and Lansdowne Borough. The County Planning Department intends to extend this bicycle route westward to Media Borough

and beyond through future roadway improvements and resurfacing.

Delaware County Bicycle Plan

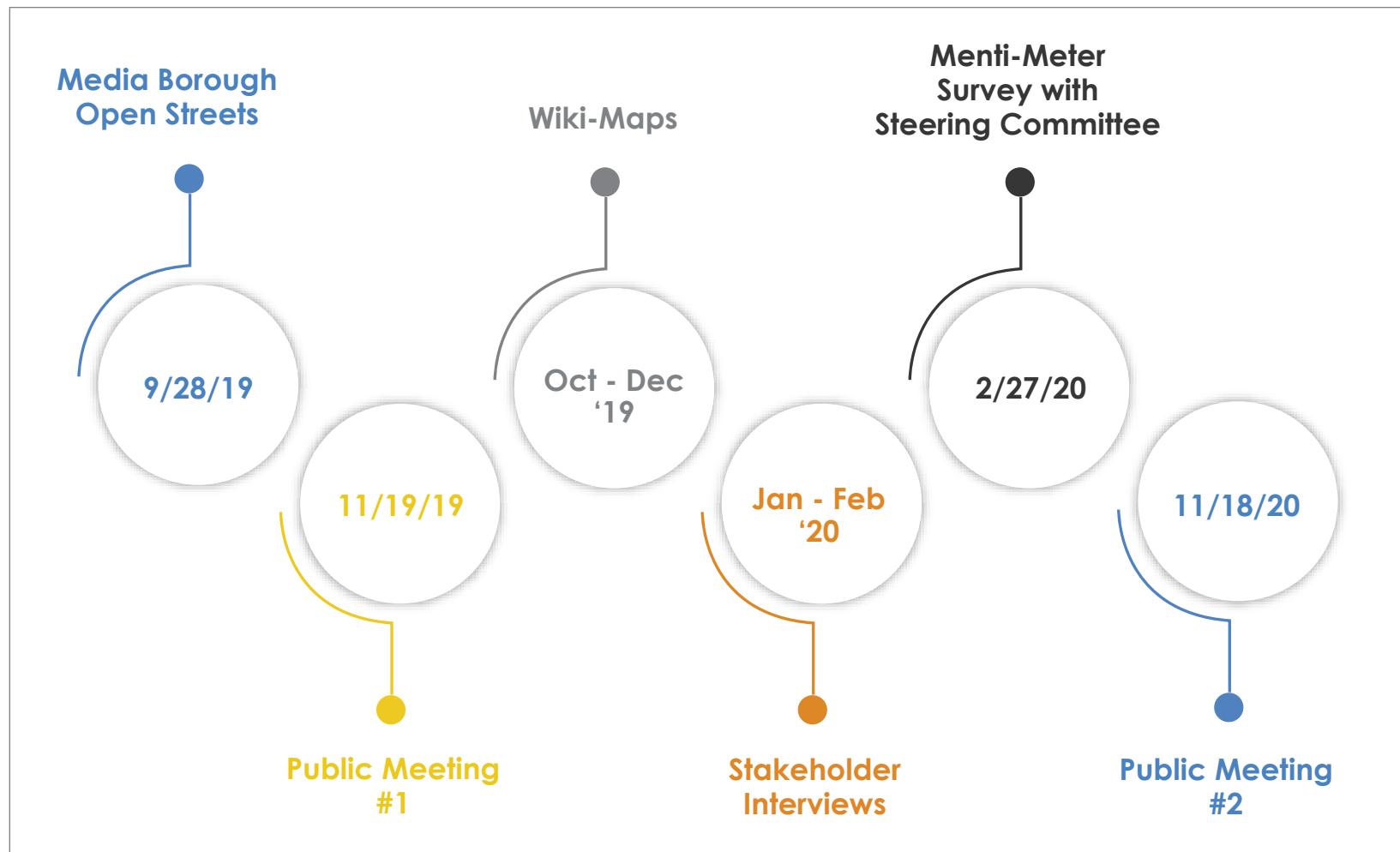
In May 2009, the County Planning Department published the Delaware County Bicycle Plan which serves as a guide on which bicycle improvements can be implemented throughout the County. The goal of the plan is to promote bicycles as a viable form of transportation. On-road facilities and trail opportunities are explored and examined in this document. Media Borough is a popular destination among bicyclists to visit. Incorporating bicycle improvements and making the road network more bicycle friendly is a goal of the plan and several of the traffic calming treatments

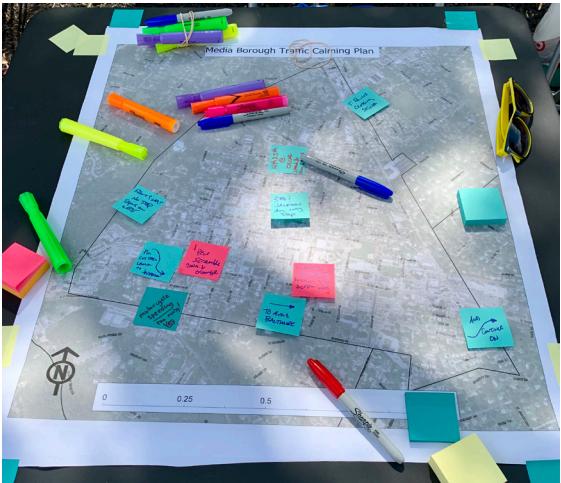
recommended by the Consultant Team will help facilitate making Borough roadways more accommodating to bicyclists.

Media-Smedley Trail (Feasibility Study)

Concurrent with the development of this Traffic Calming Plan, Delaware County Planning Department is advancing a trail feasibility study for the Media-Smedley Trail. This trail would traverse through the Borough and connect to both Glen Providence Park to the west and Smedley Park to the east. As of May 2020, the feasibility study remains in development. Several of the traffic calming features proposed in the Improvement Plan section potentially accommodate the Media-Smedley Trail while also providing safety and calming benefits for local residents and neighborhood mobility.

OVERVIEW OF STAKEHOLDER ENGAGEMENT





Open Streets Event photos and advertising

Media Borough
September 14, 2019

Saturday, September 28, 2019, from 10AM to 3PM
The Media Environmental Advisory Council (EAC), Transition Town Media, Media Providence Friends School, Friends of Glen Providence Park, Media Arts Council, the Bicycle Coalition of Philadelphia, and other great partners have teamed up to bring residents of Media and our neighboring towns a fun, family-friendly event—Media Open Streets
Click here to learn more about Open Streets:

QOO.LY About Open Streets
When: Saturday, September 28, 2019, from 10AM to 3PM The Media Environmental Advisory Council (EAC), Transition Town Media, Media Providence Friends School, Friends of Glen

Media Open Streets 2019

Enjoy the healthy-living, family-friendly event where people have the chance to run, dance, bike, stroll, jog, socialize, play, and enjoy all the activities along the route—without motors. Open Streets invites you to get up and move—up & down the wide-open streets.
Saturday, September 28th, 10AM-3PM
Rain Date: Sunday, September 29th
tinyURL.com/MediaOpenStreets2019

Come Play in the Street!
The Media Environmental Advisory Council (EAC), Transition Town Media, Media Providence Friends School, Friends of Glen Providence Park, Media Arts Council, the Bicycle Coalition of Philadelphia, and other great partners have teamed up to bring residents of Media and our neighboring towns a fun, family-friendly event—**Media Open Streets**—now in its second year!

Saturday Sept. 28th
5th JACKSON
3RD WEST
10-3

On Saturday, September 28, 2019, from 10AM to 3PM, we'll close down Jackson St. from 5th St to 3rd St, 3rd St from Jackson to West St, down West to State St, and down State to Glen Providence Park (see map below for the route). Then you and your friends and family can come out and **play in the streets!** Anything non-motorized is allowed—bicycles, strollers, wheelchairs, skateboards, roller skates, or just your own two feet! Of course, there will be vendor and information tables, fun activities, and music along the way, at Borough Hall (3rd & Jackson Sts), and at Glen Providence Park. Stay tuned for more information on all the activities we have lined up!

Come and experience the fun of strolling or biking the streets of Media without cars—it's healthy fun for the whole family! Check out [this video](#) or [these pictures](#) from last year's event to see what it might look like.

delco ARTS
September 27-28, 2019

STEERING COMMITTEE

The Traffic Calming Steering Committee consisted of the Media Borough Public Safety Committee with some additional representation from other Borough committees and residents, the Borough engineer, as well as the County Planning Department. Traffic issues have become a concern over recent years, so the Public Safety committee applied for and received grants to fund this Traffic Calming Plan to identify borough-wide strategies that can be applied, as well as corridor specific treatments on primary study corridors.

OPEN STREETS EVENT

On Saturday, September 28th, 2019, the Consultant Team was able to engage the public immediately following the kick-off of the study by manning a booth at the Media Open Streets event. The Consultant Team was able to engage with many Borough residents to explain what the purpose of our project was aiming to accomplish, as well as listen to resident feedback about their traffic and traffic calming concerns.

PUBLIC MEETING #1

On November 19th, 2019, Media Borough hosted the first public meeting to gather more feedback and information from residents about areas that need traffic calming treatments. This was also an opportunity for residents to learn more about what traffic calming techniques are available and how they can be appropriately applied. Boards were set up around the room and residents were able to interact with the

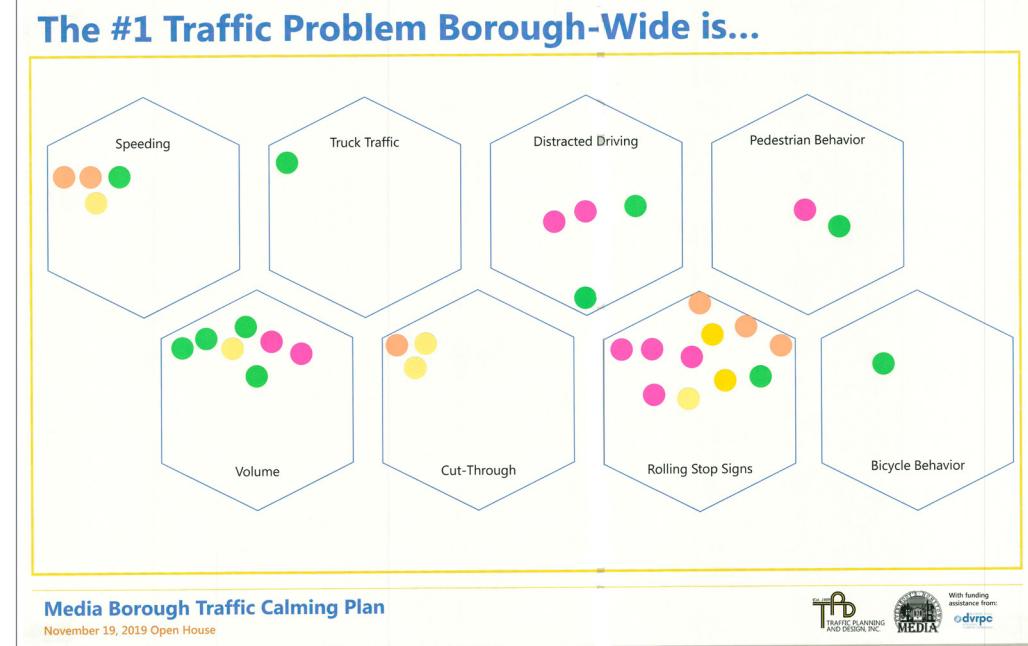
Consultant Team and make comments directly onto the comment boards. Questions were posed to residents such as:

- » If I could calm traffic in Media I would...
- » The #1 traffic problem in Media is...
- The most common response to this question throughout all public outreach was vehicles rolling through stop signs. This is a Borough-wide concern

as there is no single place that people roll through stop signs. Education and enforcement are ways to get motor vehicles to comply with the laws.

- » The number one problem on each focus road is...

Each corridor presents a unique perspective from the public about what the major concerns with traffic are for each of the roadways.



Public Meeting #1 Community Participation

Bicycle behavior was the one category that did not receive a single vote for any of the corridors. Distracted driving was the one category that received votes on each corridor. Baltimore Avenue and Providence Road, both received many votes that traffic volume is the number one problem on those roadways. This is a tricky situation as these are both primary arterial roadways that are designed to handle the highest traffic volumes in Media Borough. Reducing the volumes on these roads would likely cause vehicles to use the local road network to get to their destination which is not desired. Adding capacity to these roads may not be feasible due to the limited right-of-way

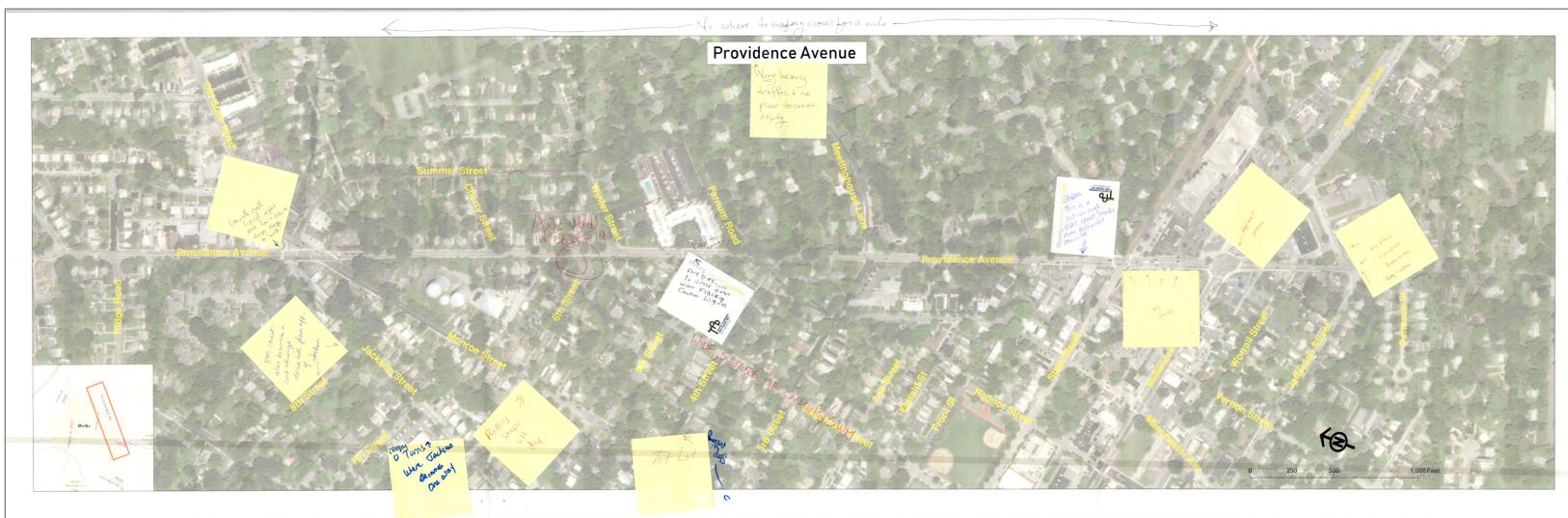
of these roads. Maximizing the capacity of these roads to allow for the most efficient flow of traffic is recommended and analyzing traffic signal timings may allow for greater capacity along these roads and reduce congestion.

The second area for feedback was a series of aerial photos of focus roadways and residents were asked to write their comments directly onto their area of concern.

Each of these corridors received excellent feedback and generated much dialogue from the public with the study team. Allowing people to see an overview of the corridor

and point out where they live or where they had a concern engaged many attendees. Several comments were redundant across the various forums for public input, however redundancy is not a bad thing in this type of study. Redundancy validates that there is a common concern among many Borough residents regarding a particular issue at specific locations.

The third area for feedback was a series of boards that displayed the most common traffic calming techniques and attendees were all given six sticker dots to apply to the boards. Green stickers meant that this was

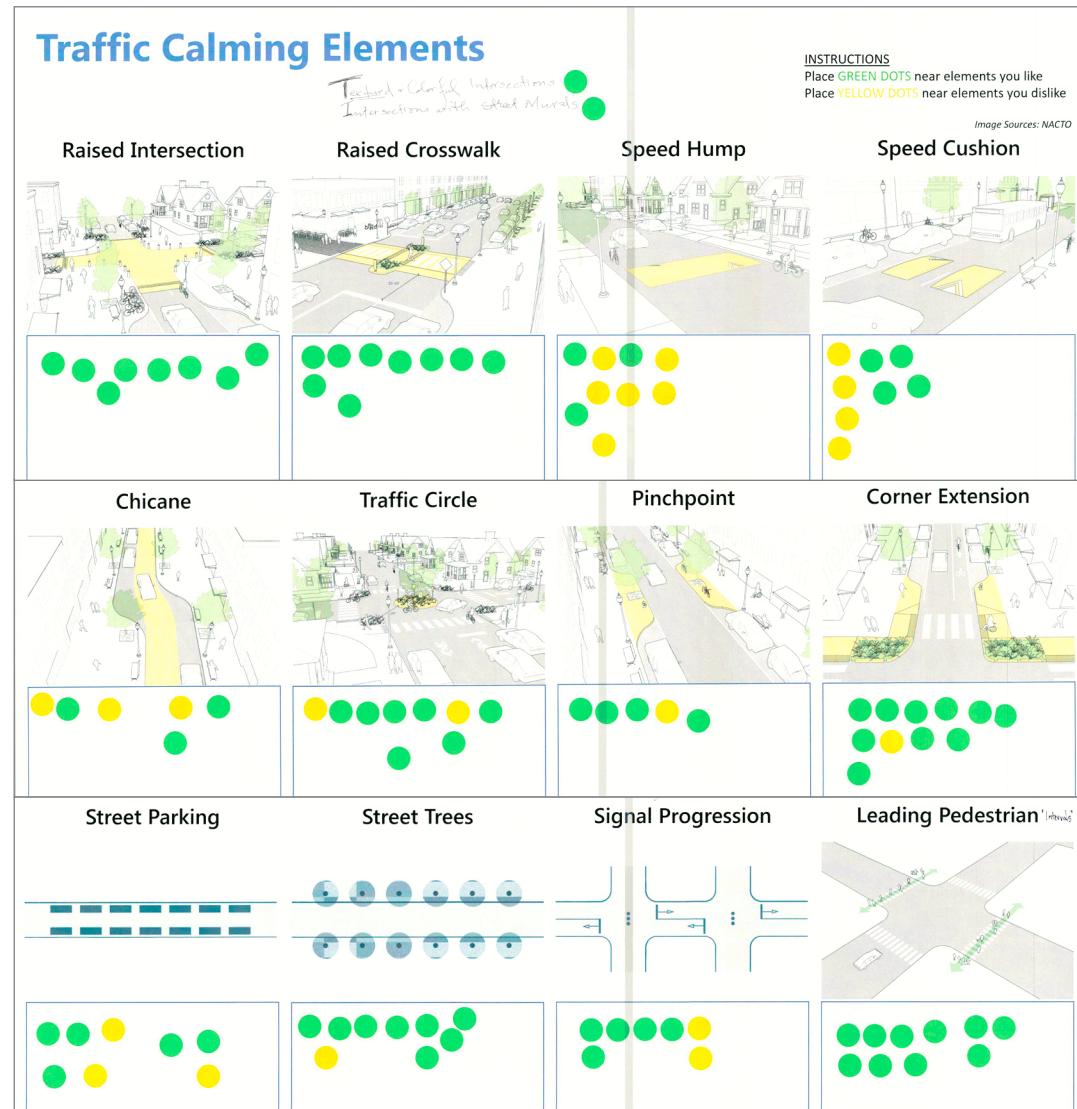


Second area of feedback - aerial photos of focus roadways

a favored traffic calming application while yellow stickers meant that they were not in favor of these traffic calming treatments. The results are on the right.

PEDESTRIAN SAFETY AUDIT

The Steering Committee conducted a walkabout survey of the primary corridors during the evening peak hours of travel and made observations about traffic and pedestrian concerns. The Committee members split into three groups to cover each of the key corridors. An example of the survey sheets that the groups used to analyze and make observations for each of the corridors can be seen on the next page (See Appendix for all of the group results). Specific observations will be detailed in the Improvement Plans for each specific corridor.



Third area of feedback - most common traffic calming techniques

Media Borough Traffic Calming Plan
Steering Committee Walkabout

Recorder: _____ Date/Day/Time: _____ Walking Group: **1**

Prompts	Rating Score poor ---- good	Comments
Pedestrians feel comfortable walking	1 2 3 4 5	
Pedestrians can cross streets easily	1 2 3 4 5	
Pedestrians step out in front of cars	1 2 3 4 5	
Quality of pedestrian experience	1 2 3 4 5	
Motorists yield to pedestrians at crosswalks	1 2 3 4 5	
Motorists obey stop signs	1 2 3 4 5	
Volume of motor vehicles	1 2 3 4 5	
Volume of truck traffic	1 2 3 4 5	
Perceived vehicle speeds	1 2 3 4 5	
Parking availability	1 2 3 4 5	
Parking occurring in appropriate locations	1 2 3 4 5	
Traffic noise	1 2 3 4 5	
Visibility at intersections	1 2 3 4 5	
Conflicts with delivery vehicles	1 2 3 4 5	
Bicycle and pedestrian conflicts	1 2 3 4 5	
Bicycle and vehicle conflicts	1 2 3 4 5	
Other(s): _____	1 2 3 4 5	
	1 2 3 4 5	
	1 2 3 4 5	

Adapted from Don Bider's Streets and Sidewalks, People and Cars, the Citizen's Guide to Traffic Calming and Safe Routes to School National Partnership's Walk Audit Toolkit

TPD TRAFFIC PLANNING AND DESIGN, INC. **MEDIA**

Media Borough Traffic Calming Plan
Steering Committee Walkabout

As you walk along the route, record any noteworthy observations and write the corresponding number on the map shown.

- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____

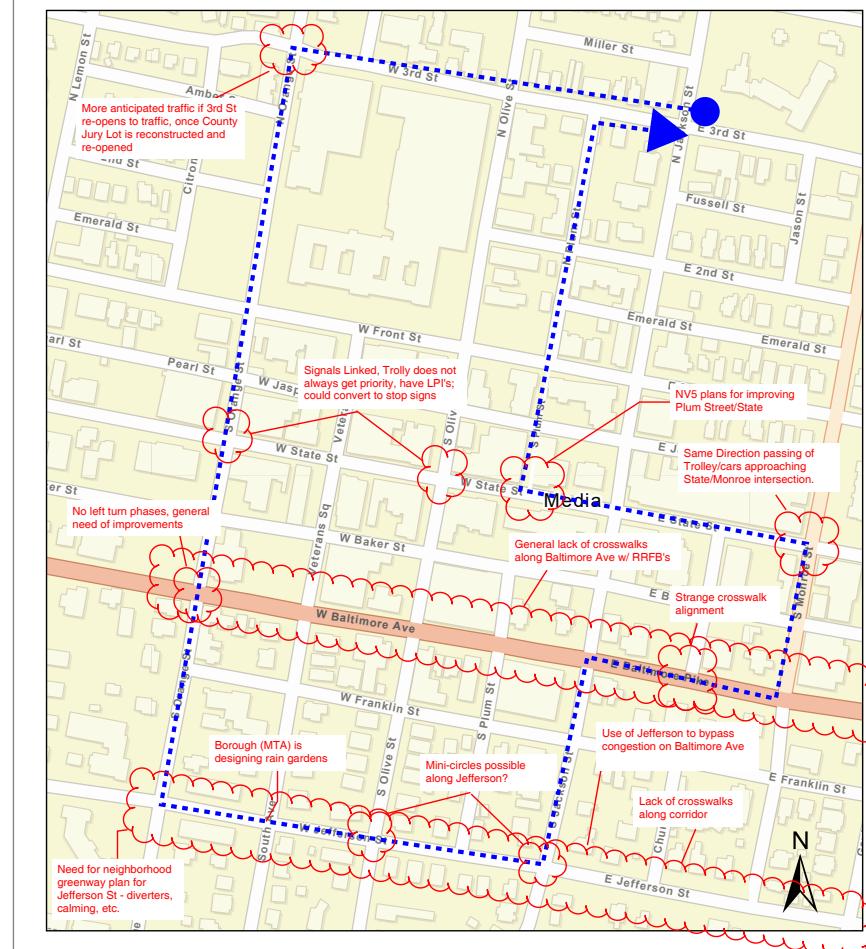
What do you consider to be the biggest problems?

At Focus Area A: _____
At Focus Area B: _____
At Focus Area C: _____
Along the walking corridors: _____

Adapted from Don Bider's Streets and Sidewalks, People and Cars, the Citizen's Guide to Traffic Calming and Safe Routes to School National Partnership's Walk Audit Toolkit

TPD TRAFFIC PLANNING AND DESIGN, INC. **MEDIA**

Steering committee pedestrian safety audit sheets



Media Borough Traffic Calming Study Walking Group 1

0 0.05 0.1 Miles



Pedestrian safety audit results from group 1

INTERACTIVE MAP

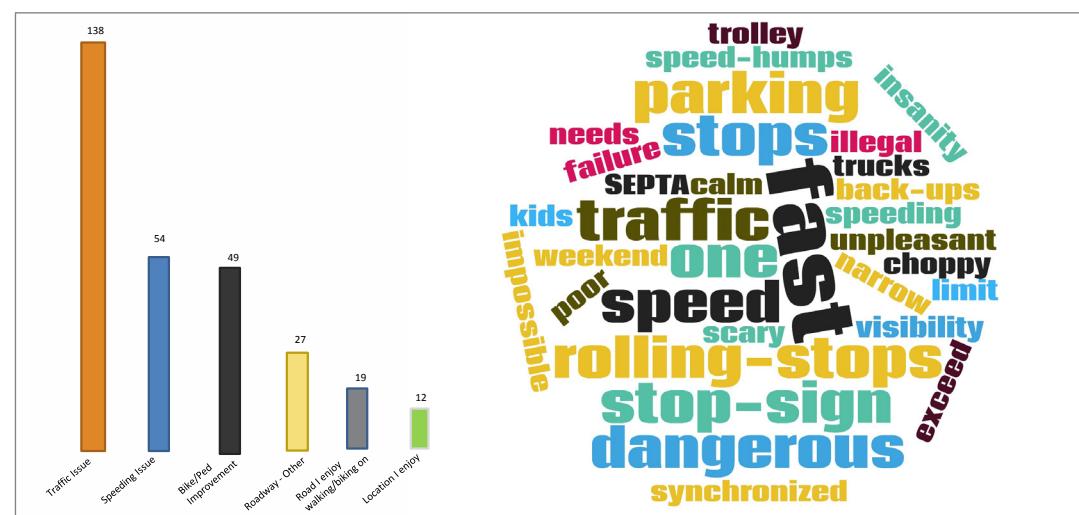
In order to contact as many people and receive the most feedback possible to create a plan for Media that truly represents the feelings of the Borough residents, the Consultant Team developed an online (Wiki) map. This allowed the public to make comments regarding traffic calming and overall traffic issues, throughout the Borough, using an online mapping platform. This public comment forum allowed people to place points and draw lines on a map of Media under six categories.

The comment period was open from October 2019 through the end of December 2019. This allowed the public to share their thoughts and feelings about specific locations and overall corridors. Media Borough heavily advertised this initiative through their website and through various social media forums. There were nearly 300 total comments throughout the Borough.

Specific results from the interactive mapping are presented in the Framing a Borough-wide Traffic Calming Strategy section of the Plan (see Page 24).



The Wiki-map web interface, showing comments reported by the public.



A summary of the feedback reported by the Wiki-mapping exercise.

STAKEHOLDER INTERVIEWS

As part of the information gathering portion of the Plan's development, the Consultant Team conducted stakeholder interviews (identified by the Steering Committee) to discuss ideas, concerns and suggestions that could be potentially addressed by the Traffic Calming Plan. Interviewed stakeholder names can be found in the table on the right.

Each stakeholder was chosen for their unique perspective and each had vital information that was shared with the group.

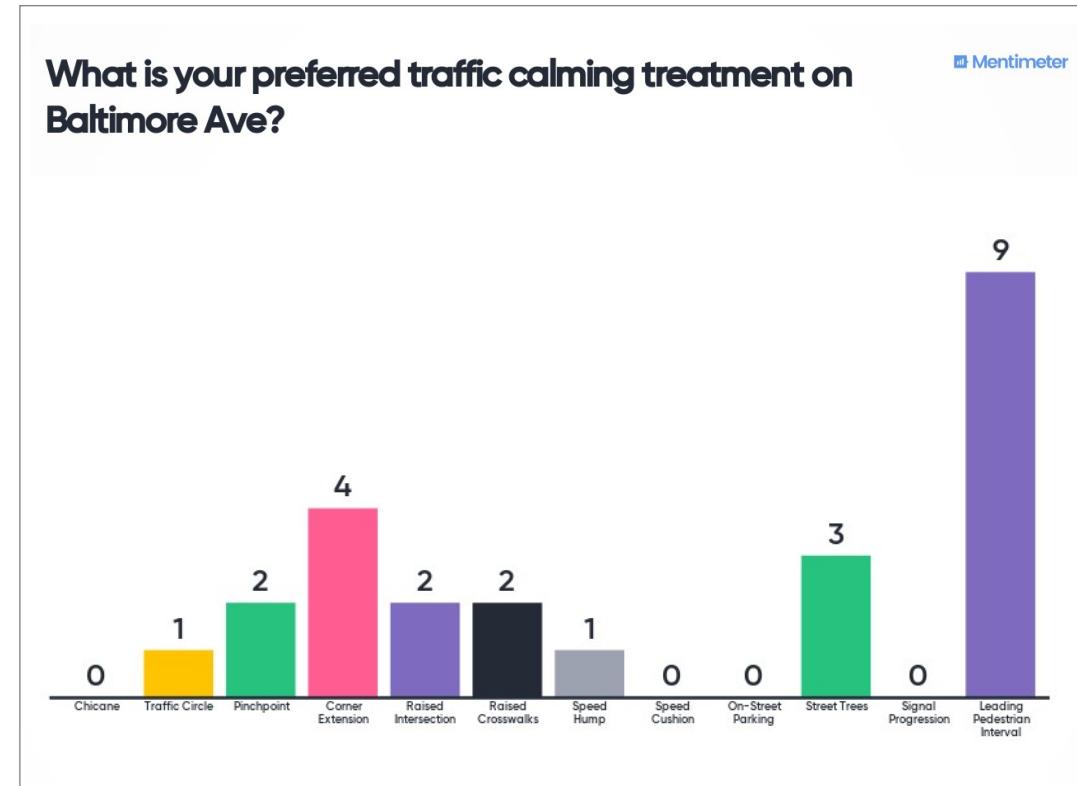
Name	Organization
Ralph DeRosa	Media Borough Public Works Director
Jim Jeffery	Media Borough Code Enforcement Director
Michael Burke	Director of Freedom Valley
Ed Gibson	Media Fire Chief
Chief Wusinich	Police Chief and two fellow officers
Dave Petrucci	Media Borough Planning Commission (FHWA day job)
Karen Taussig-Lux	Media Borough Grant Administrator
Bonnie Kinsley	Rose Tree Media School District - Supervisor of Transportation
Jack Bierling	Delaware County Public Works Director
Darryl Harris	Delaware County Project Manager
Corey Brown	Delaware County Planning Department
Zubair Khan	Media Business Authority
Kevin Matson	Media Borough Engineer
Jeff Smith	Media Borough Manager
Paula Voshell	Media Elementary School Principal
Jennifer Dougherty	SEPTA
Mark Cassel	SEPTA
Ryan Judge	SEPTA
John Reynolds	SEPTA

STEERING COMMITTEE MENTI-METER RESULTS

At the February 27th Steering Committee meeting, the Consultant Team asked the Steering Committee about what their preferred traffic calming treatment is for each of the six key corridors for the study utilizing "Menti-Meter" live online surveying. Each of these results will be discussed in depth under the Corridor Analysis Section of this report. An example of these results can be seen on the right.

PUBLIC MEETING # 2

Due to the COVID-19 global pandemic and social distancing precautions, the second public meeting (originally scheduled for spring 2020) was rescheduled to November 11, 2020 and occurred as a virtual/online meeting. This meeting fell beyond the contract terms of the project (ended July 2020), which did not permit these public comments to be significantly incorporated into the Plan; therefore, any specific public comments as summarized in the Appendix should be reviewed and addressed (if appropriate) when the Borough moves forward with the preparation of a grant application or design of a recommended improvement project.



Menti-Meter Results for Baltimore Ave



Framing a Borough-Wide Traffic Calming Strategy

Framing a Borough-Wide Traffic Calming Strategy

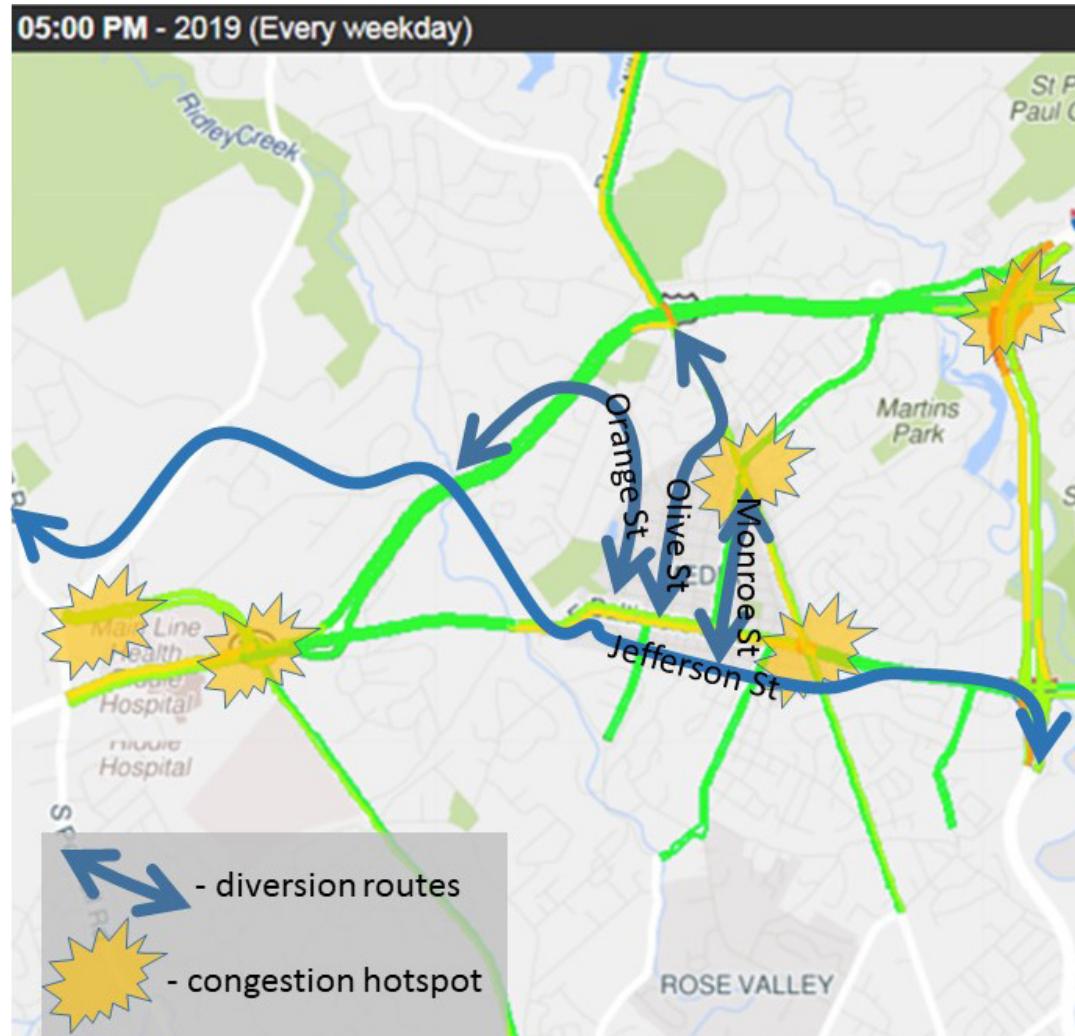
UNDERSTANDING THE REGIONAL CONTEXT

While Media Borough enjoys convenient access to Route 1 and I-476 (the Blue Route), these highway facilities – when congested – force regional traffic through the Borough as technology-equipped drivers seek more efficient routes. In conjunction with DVRPC, the Consultant Team evaluated travel time data from the I-95 Corridor Coalition’s Regional Integrated Transportation Information System (RITIS). This travel time data revealed that reoccurring bottlenecks exist on virtually all sides of the Borough: primarily at the PA 352/US 1 interchange and along I-476. This regional congestion pushes drivers to roads like Rose Tree Road, Ridley Creek Road, and Orange Street. On a local basis, routine congestion on Baltimore Avenue and Providence Road pushes traffic onto parallel streets such as Jefferson Street, Monroe Street, and Ridge Road/Olive Street. Managing these traffic impacts on both a Borough-wide and regional scale is a key objective of the Traffic Calming Plan.

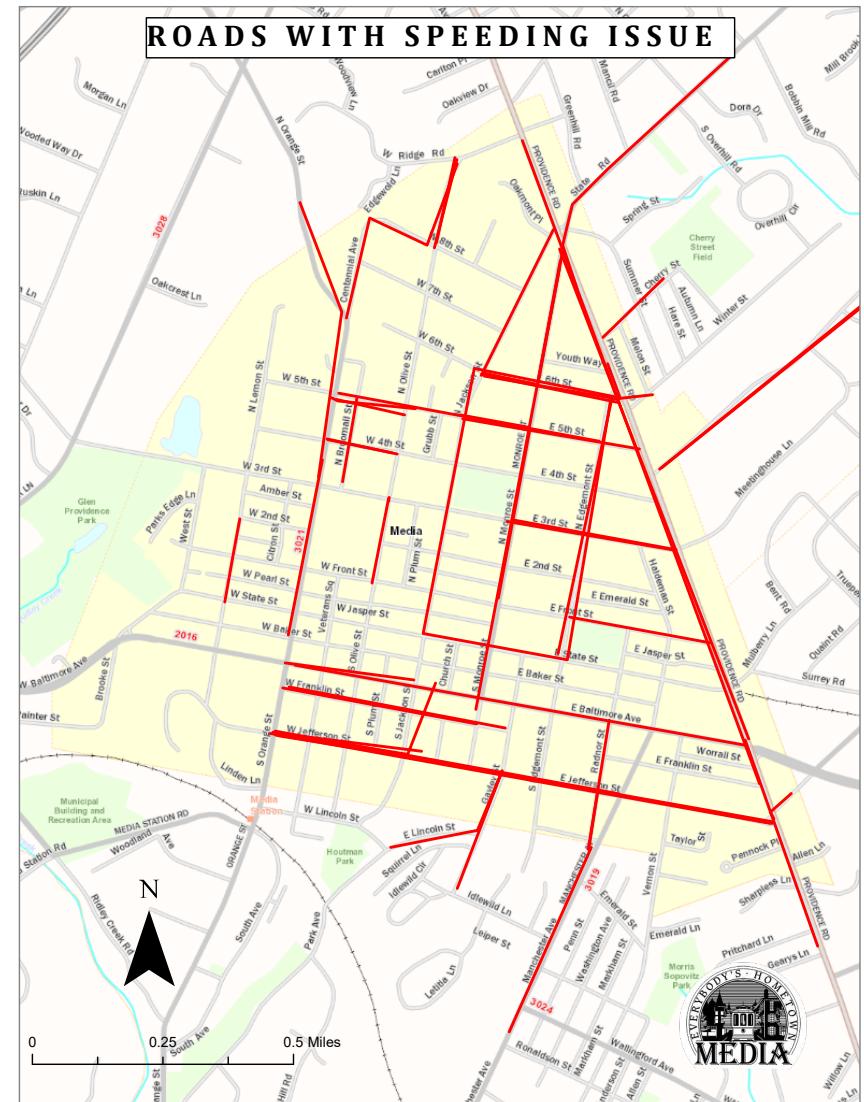
WIKI-MAPPING RESULTS

The public reported nearly 300 total comments on traffic calming issues across the Borough.

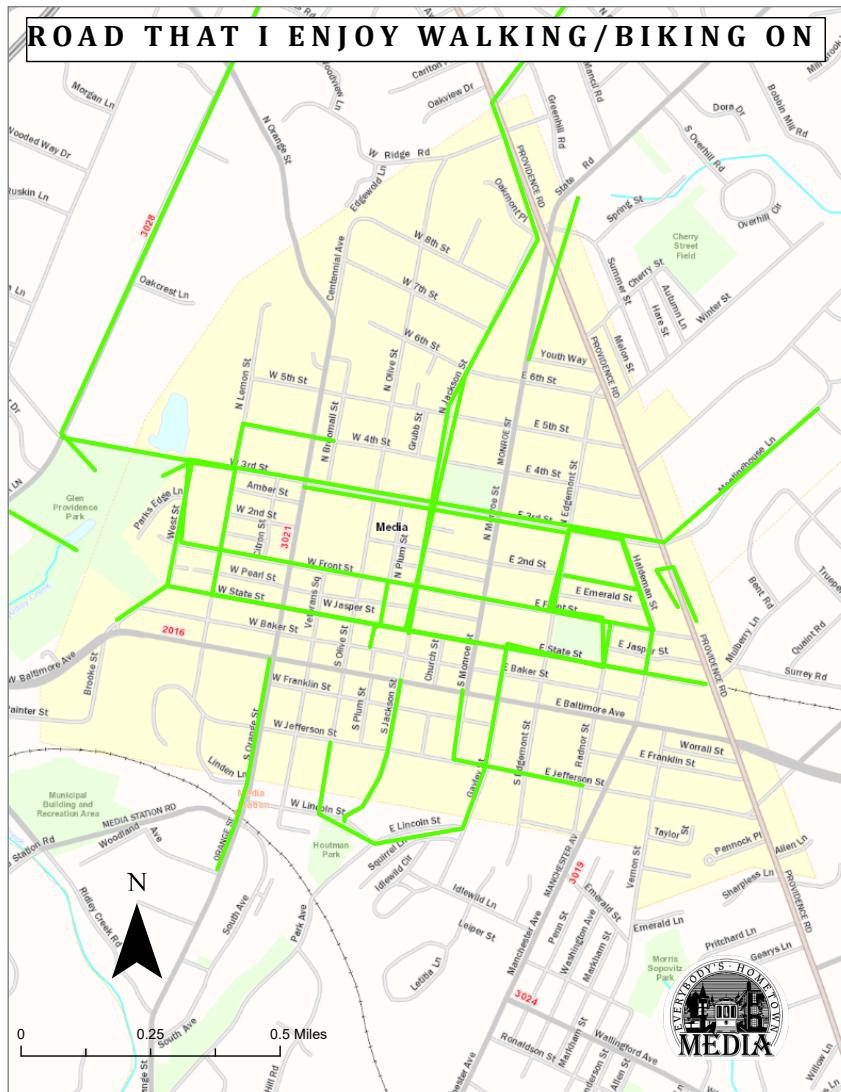
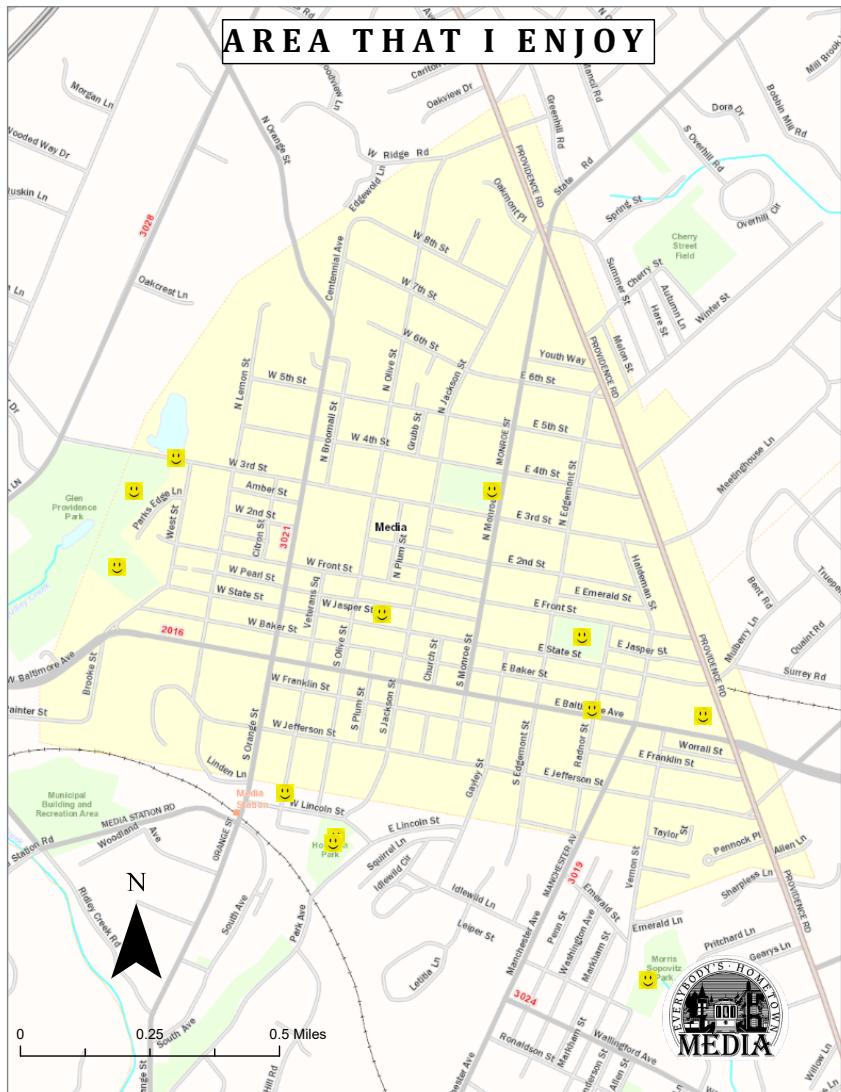
The following maps are generated from public feedback through the Wiki-mapping exercise. Heat maps were generated of user



Travel time data from the I-95 Corridor Coalition's Regional Integrated Transportation Information System (RITIS). Source: INRIX TMC data via I-95 RITIS, 2020



Wiki-Map Results



Wiki-Map Results



Wiki-Map Results

comments to show where concentrations of comments exist.

The public feedback largely validated the primary and secondary corridors that were initially identified. In particular, Jefferson Street and Providence Road received strong public input. One corridor not originally identified that emerged through this exercise was Third Street. As the result of this feedback, the Consultant Team included recommendations for Third Street in the Improvement Plan section.

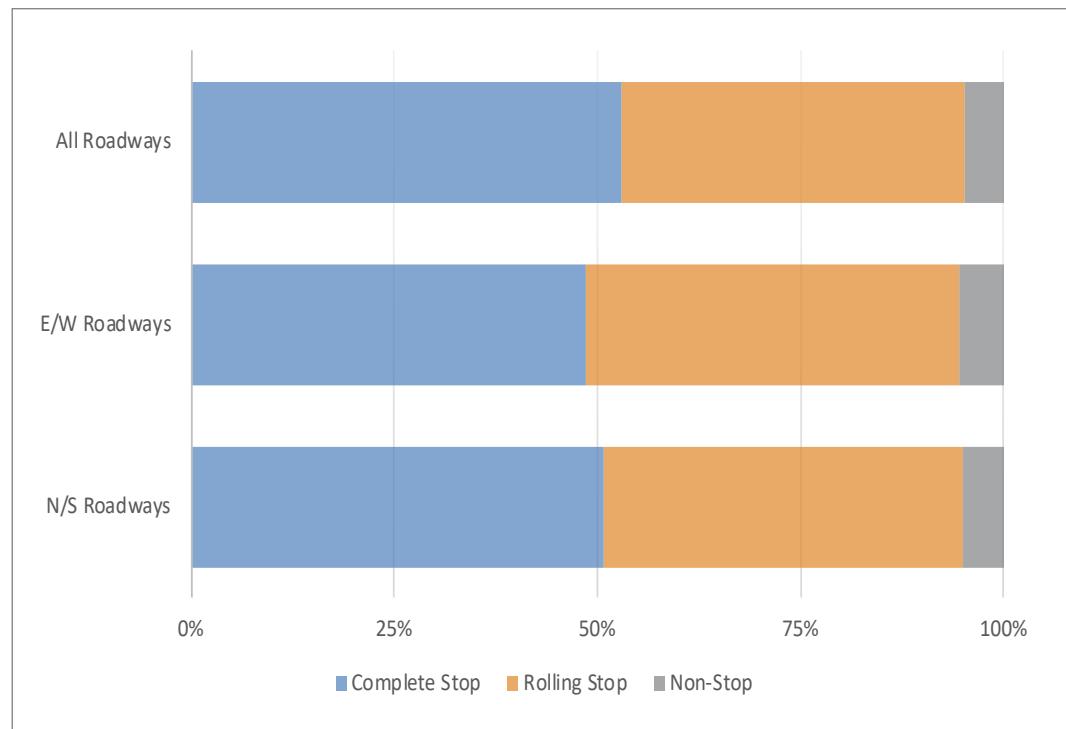
Calming by Functional Classification

Roads are organized by hierarchy ranging from largest (expressways) to smallest (local roads) referred to as their functional classification. When considering traffic calming measures, it is important to identify this functional classification. Larger roadways are designed and intended to handle large traffic volumes at higher rates of speed. Sometimes applying traffic calming measures to larger roads such as Baltimore Avenue and Providence Road can have unintended negative consequences to the surrounding local road network by diverting vehicles onto these roads. It is important to carefully design and engineer any and all traffic calming measures and ensure that they are the appropriate treatment for the roadway functional classification to avoid any possible negative consequences on surrounding roads.

Stop Sign Compliance

As previously indicated, the most common response to the primary traffic issue facing the Borough was vehicles rolling through stop signs. In an effort to quantify this perceived issue, sampling observations were conducted around the Borough to review driver behavior at stop-controlled intersections. Over 350 behavioral observations were conducted throughout the Borough to record drivers' actions at stop signs. The observational results indicated that just over 50% of drivers completely stopped at stop signs while 5% of drivers did not stop at all. The remaining drivers completed rolling stops where they reduced their speeds but did not come to a complete stop.

Research suggests that engineering interventions by way of enhanced signage and pavement markings, and targeted enforcement programs may lead to a reduction in violations and increased compliance. The development of Borough-wide educational campaign – like the STOP! TAKE 3 TO SEE™ campaign designed to educate motorists about the correct way to observe stop signs – can be a complementary component to address the largest perceived traffic problem in the Borough.



Stop Sign Compliance Sampling

Observed Speed vs. Posted Speed Limit

As part of the data collection portion of this plan, the Consultant Team collected automatic traffic recorder (ATR) counts at twelve locations throughout the Borough. Among the data captured, the ATRs record a travel speed for each vehicle that is recorded. The Consultant Team then compared these observed speeds to the speed limit for each roadway.

The location with the most significant variance was the western side of Baltimore Avenue, where less than 30 percent of vehicles traveled

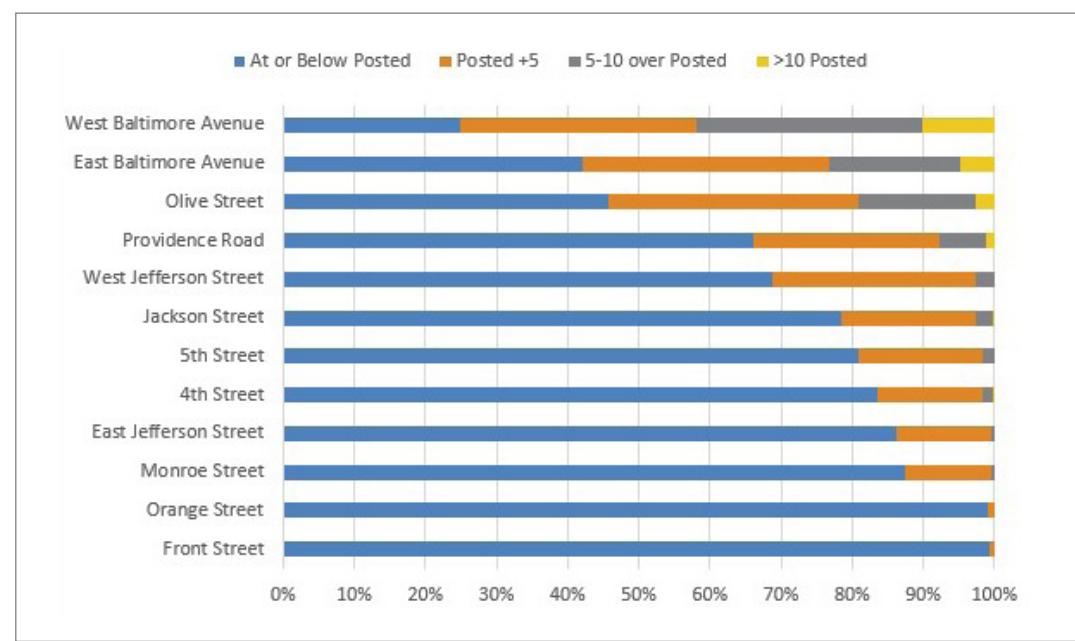
at or below the speed limit. Over ten percent of vehicles are exceeding the speed limit by ten miles per hour or more. Vehicles traveling westbound on this stretch of roadway are traveling down a fairly steep slope while eastbound vehicles are entering the Borough from a wide open four lane road that caters to high speeds. The location of eastern Baltimore Avenue experienced similar but not as dramatic speeding, where just over 40 percent of vehicles traveled at or below the speed limit and just under five percent were exceeding the speed limit by ten miles per hour. As vehicles approach Media Borough traveling westbound

on Baltimore Avenue, they also are traveling on a roadway that caters to high speeds with a five lane cross-section. Speeds along Baltimore Avenue should be tamed as they approach the Borough on both ends so that driver behavior is already modified when they arrive in Media.

Olive Street is a residential roadway where less than 50 percent of vehicles were recorded at driving at or below the speed limit. While some roadways are designed to handle larger traffic volumes at higher rates of speed due to their design and functional classification, local residential roads like Olive Street are not and the speeding that occurs here is endangering the residents. Media Borough is in the process of redesigning the intersection of Olive Street and Ridge Road to slow vehicular speeds by tightening up this overly wide intersection. After the intersection is physically redesigned, the Borough should conduct another traffic study at this location to see if the improvements have the desired traffic calming effect on vehicular speeds.

Front and Orange Streets are the only two roads where it appears that speeding is not a major issue -- almost 100 percent of vehicles were recorded traveling at or below the posted speed limit.

The Borough can use this chart as a guide for determining locations for future traffic calming efforts where it is documented that larger percentages of vehicles are traveling over the speed limit.



Borough Procedures for Installing Traffic Calming Devices within Neighborhoods

It is recommended that Media Borough adopt a traffic calming policy to standardize the process and ensure that valuable resources are not spent needlessly on studies, design, and construction for locations that do not qualify for traffic calming. While traffic calming policies can be tailored to individual municipality's needs and preferences, they typically include engineering studies to evaluate speed, traffic volumes, and impact on adjacent roads, resident/business owner surveys, review by emergency service providers, and various levels of design plans depending on the nature of the traffic calming measures. The following flowchart outlines the guidelines and procedures for installing traffic calming devices as recommended in PennDOT Publication 383, Pennsylvania's Traffic Calming Handbook. For Media, requests for traffic calming measures would come into the Borough and be reviewed by the Public Safety Committee.

The Committee in coordination with the Borough Police Department would initiate a speed study on the requested area to deem whether the request warrants further analysis. The Committee would then follow the flowchart through the first three steps. Step three is critical to ensure that the public is fully in support of the proposed measures. Effective public outreach can be obtained in a variety of ways. One of which is to create a brochure or handout outlining the pros and cons for proposed traffic calming devices.

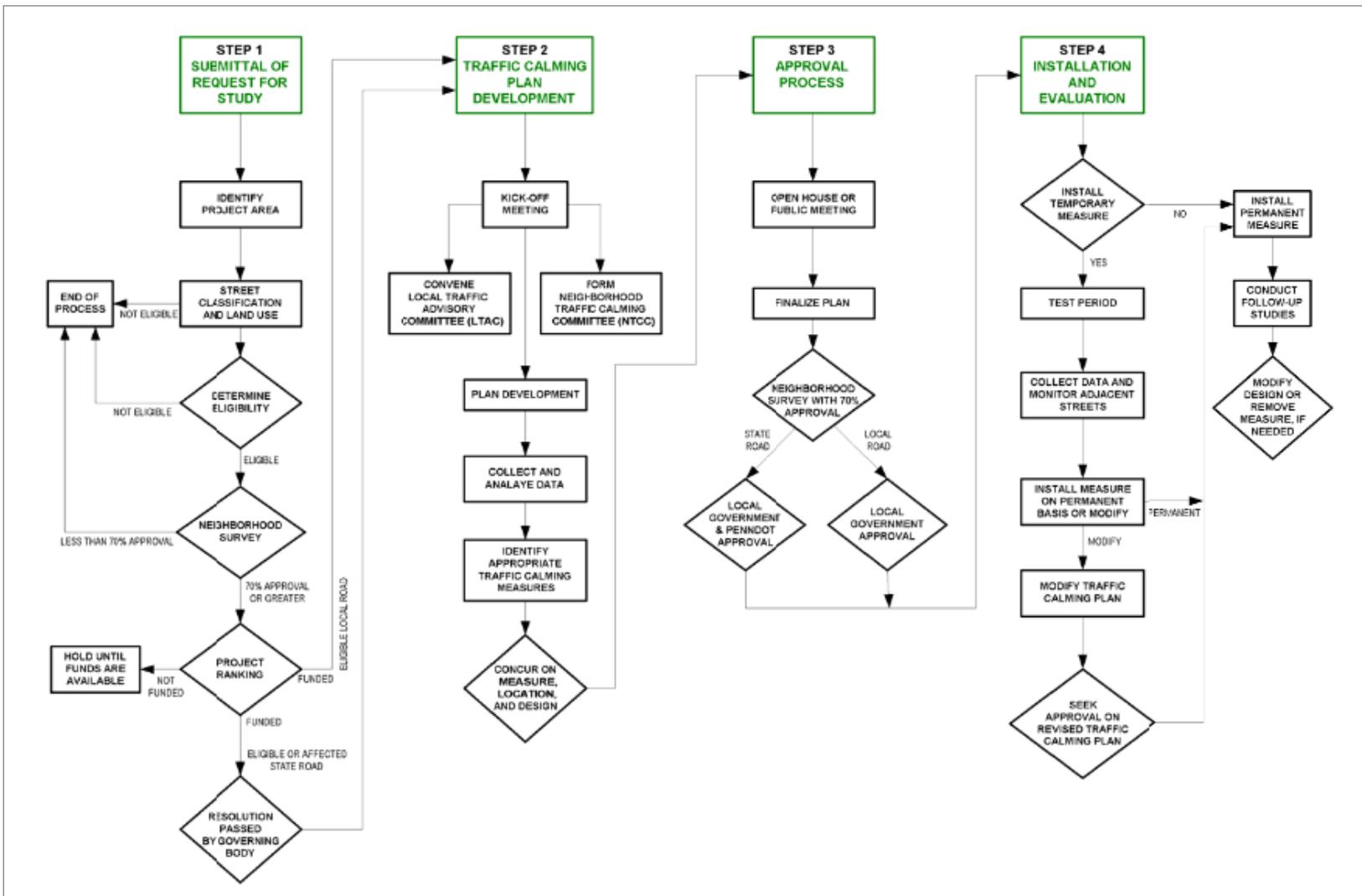
This method helps determine what the community's threshold of acceptance is, as every traffic calming device has its strengths and weaknesses. For example, speed humps can generate unwanted noise in addition to slowing emergency response times, however, they reduce vehicular travel speeds and can divert through traffic. Another technique is to conduct an outreach campaign on the roads with proposed traffic calming measures facilitated by going door to door, via online survey or public meeting to ensure that effected residents are in favor of proposed treatments.

If the request meets all required criterion and is supported by the public, the Committee would then work with the Public Works Department and Borough Manager through the installation and evaluation phase. This phase is important to ensure that you are achieving the desired effects of the traffic calming measure and are not inadvertently creating additional issues such as diverting traffic to or causing speeding on adjacent streets. Pop-up demonstrations are an excellent method to test and demonstrate the measures effectiveness as well as a way to elevate public awareness and gather feedback.

Temporary installations such as rubber bolted speed tables or painted curb bump-outs can be removed or eradicated if the measures are ineffective or are creating additional problems within the neighborhood. If the measure is achieving the desired effect and is not creating any additional problems, the traffic calming

device can be installed on a permanent basis. Document all steps throughout the process and conduct a follow-up speed study one year following installation to determine if the improvements have been effective and achieved the desired results.

Some of the traffic calming treatments discussed later in this document are not costly and can be implemented through simply changing the roadway striping and other public works programs. When installed in conjunction with general roadway resurfacing, the Borough has an opportunity to greatly enhance safety and reduce vehicular speeds at a net zero cost aside from minimal engineering.



Guidelines and procedures for installing traffic calming devices as recommended in PennDOT Publication 383, Pennsylvania's Traffic Calming Handbook

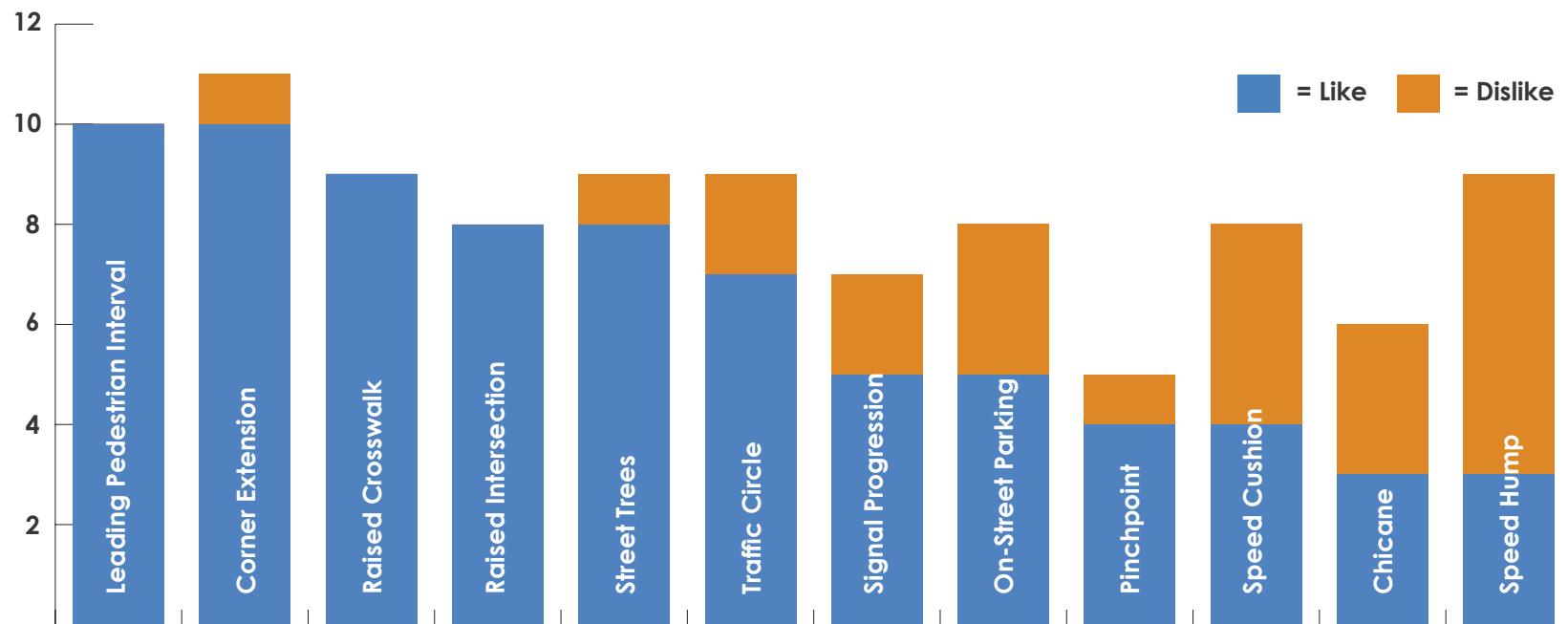
TOOLBOX OF TRAFFIC CALMING MEASURES

Overview of Treatments

The most commonly applied traffic calming measures are summarized below. Each application needs to be carefully analyzed as some may not be appropriate in all areas. The road network as a whole must be considered. Negative side effects can occur when measures are not properly applied. Some roads are functionally supposed to handle larger traffic volumes at greater rates

of speed. Calming traffic on these roads may cause vehicles to resort to using other roads. This can potentially have a negative impact on the local road network. In other instances, some roads are primary routes used by emergency response vehicles where every second counts when responding to an incident. When lives are at stake, emergency responders must be able to get to the incident scene as quickly and safely as possible. Vertical deflection traffic calming devices can actually damage fire trucks if they traverse them too quickly. The emergency response road network needs to be clearly identified and

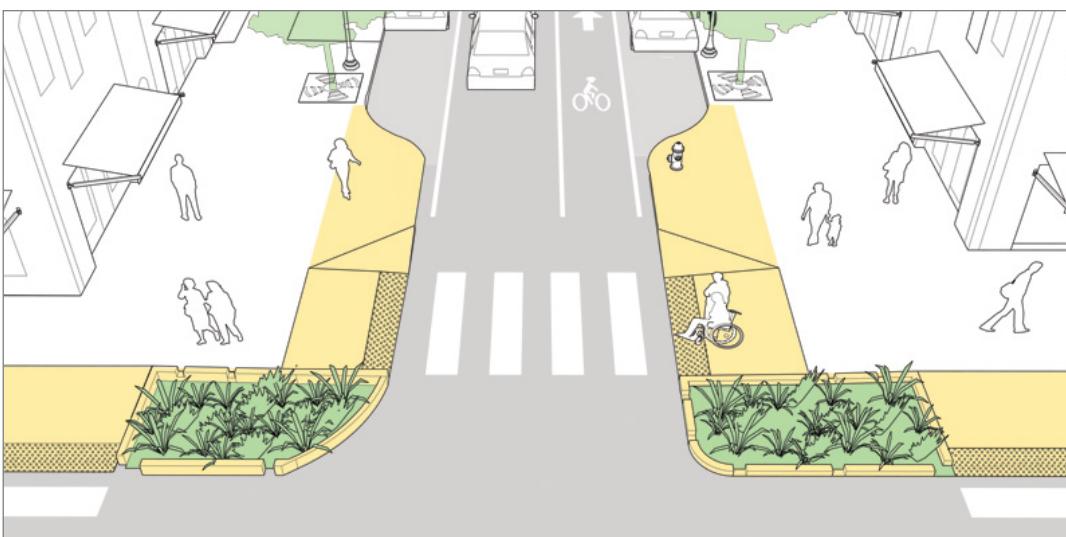
several traffic calming measures need to be avoided on these roadways. The Consultant Team conducted stakeholder interviews with both the Media Fire Department and the Media Borough Police Department to identify the key east/west and north/south routes used in emergencies and will avoid making such recommendations along these routes. Additionally, both Fire Department and Police Department personnel actively participated on the Plan's Steering Committee; in this capacity, both parties provided feedback on the proposed Traffic Calming Improvement Plan.



Ranking of the most commonly applied traffic calming measures based on Public Meeting #1 results



Leading Pedestrian Interval



Corner Extension (photo courtesy of NACTO Guide)

Accommodations need to be made for larger vehicles as well. Some traffic calming measures create tighter turning radii. This can impede delivery trucks, fire trucks as well as school buses which require larger turning radii. The Consultant Team met with representatives of the business community as well as the school district to identify roadways that are required to accommodate these delivery trucks and school buses. The recommendations carried forward to the Improvement Plan are designed to avoid utilizing certain devices on roads critical for deliveries, emergency responders and school buses.

Leading pedestrian interval

Leading pedestrian intervals are used at intersections with pedestrian crossing devices installed. This will give pedestrians several seconds to cross the intersection before any vehicular traffic is given a green light. Elderly people and those with disabilities require additional time to cross roads and the leading pedestrian interval will give them additional seconds. This also greatly reduces crashes involving pedestrians and left turning motor vehicles who try to "beat" oncoming through traffic.

Corner extension

Corner extensions are where the curb and sidewalk protrude into the roadway. Corner extensions can serve dual functions. The corner extension protrudes into the cartway; this roadway narrowing causes vehicular traffic

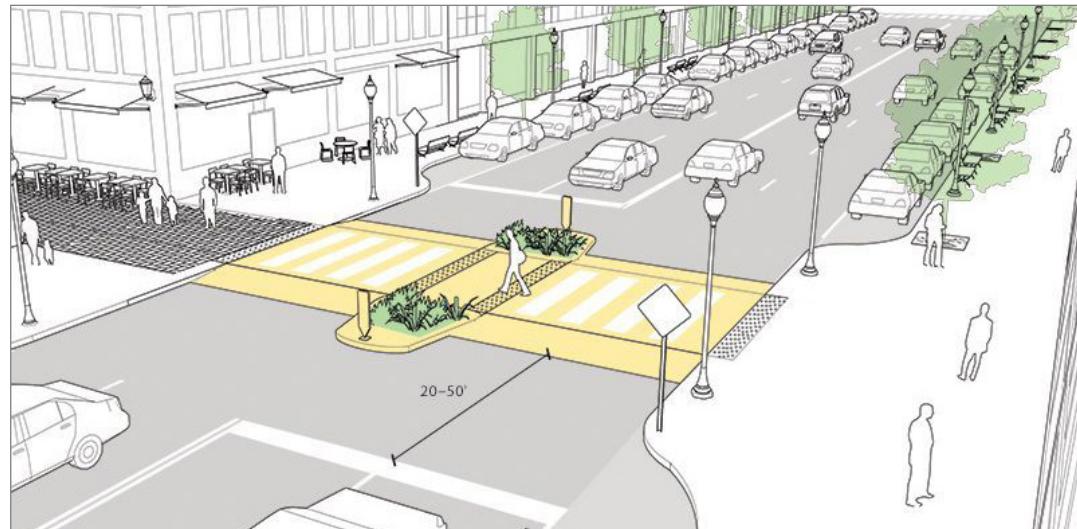
to drive slower. It also narrows the crossing distance required for pedestrians to travel across the street. This is an excellent form of traffic calming on streets where there are high volumes of pedestrians crossing the road. These treatments can be impactful for larger vehicles by shortening the allowable turning radius so any placement of corner extensions must be carefully analyzed so that they are not prohibiting school buses, delivery trucks or emergency vehicles from making turns.

Raised crosswalk

Raised crosswalks according to the Federal Highway Administration are ramped speed tables spanning the entire width of the roadway, often placed at mid-block crossings. The slight vertical deflection to the crosswalk forces vehicles to slow down as they travel over them adding safety for pedestrians while calming vehicular speeds.

Raised intersection

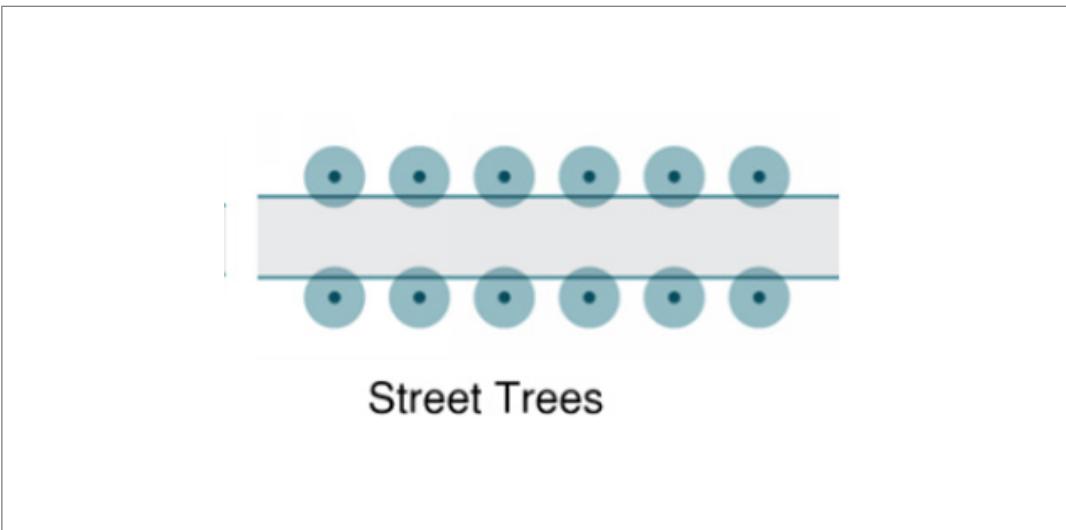
A raised intersection is a speed table that encompasses the entire intersection area. The vertical deflection slows vehicular traffic as they traverse the intersection.



Raised Crosswalk (photo courtesy of NACTO Guide)



Raised Intersection (photo courtesy of NACTO Guide)



Street Trees

Street trees

Vegetated streets lined with trees tends to reduce vehicular speeds as well as being aesthetically pleasing. Trees can also have a great impact on reducing storm water runoff. Street trees have many positive impacts.

Traffic Circle

Traffic circles are applied at intersections to cause vehicles to maneuver around them. This is a proven way to reduce speeds through intersections, especially where vehicles commonly run through stop signs. These can be designed with mountable curbing so they are not prohibitive to larger vehicles such as school buses and delivery trucks.



Traffic Circle (photo courtesy of NACTO Guide)

Signal progression

Signal progression works best on roadways where the traffic signals are situated relatively close together. The timing of the signals can be programmed in such a way that vehicles maintain constant speeds along the road and rarely stop at a red light. If vehicles drive too fast they will outpace the signal progression and stop at upcoming traffic signals. If vehicles maintain an appropriate driving speed and one that the signals are timed for, the vehicle will rarely need to stop at traffic signals. This can work in accord with emergency signal preemption equipment that will override the signal cycle to allow for emergency responders to always get a green signal.



Signal Progression

Signal Progression

On-street parking

On-street parking essentially narrows the roadway which causes vehicles to drive slower. Wider streets are conducive to greater speeds so by reducing the lane width, vehicles drive slower.



On-Street Parking

On-Street Parking



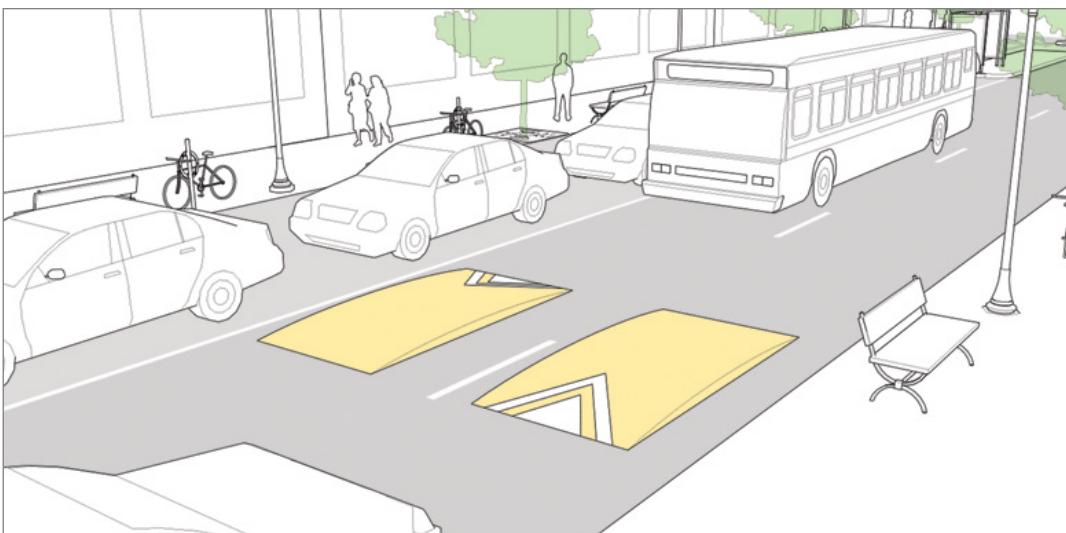
Pinchpoint (photo courtesy of NACTO Guide)

Pinchpoint

Pinchpoints are similar to corner extensions however they are applied at mid-block locations. They extend the curbing and sidewalk into the roadway creating a narrower road hence causing vehicles to drive slower. They are also ideal for shortening the road crossing distance for pedestrians at mid-block locations.

Speed cushion

Speed cushions are very similar to speed humps as they add a vertical deflection into the roadway, however speed cushions include wheel cutouts allowing for larger vehicles to traverse them unaffected. These are good options to consider along routes taken by emergency response vehicles.



Speed Cushion (photo courtesy of NACTO Guide)

Chicane

The chicane causes vehicles to move horizontally by shifting the roadway through road striping and physical impediments. By making vehicles navigate through these impediments, they will be required to reduce travel speed. Chicane are very effective at reducing vehicle speeds, however they will also impact emergency response vehicles. These treatments should be avoided on designated emergency response routes. They are excellent on residential local roadways to reduce vehicle speeds as well as cut-through traffic.

Speed hump

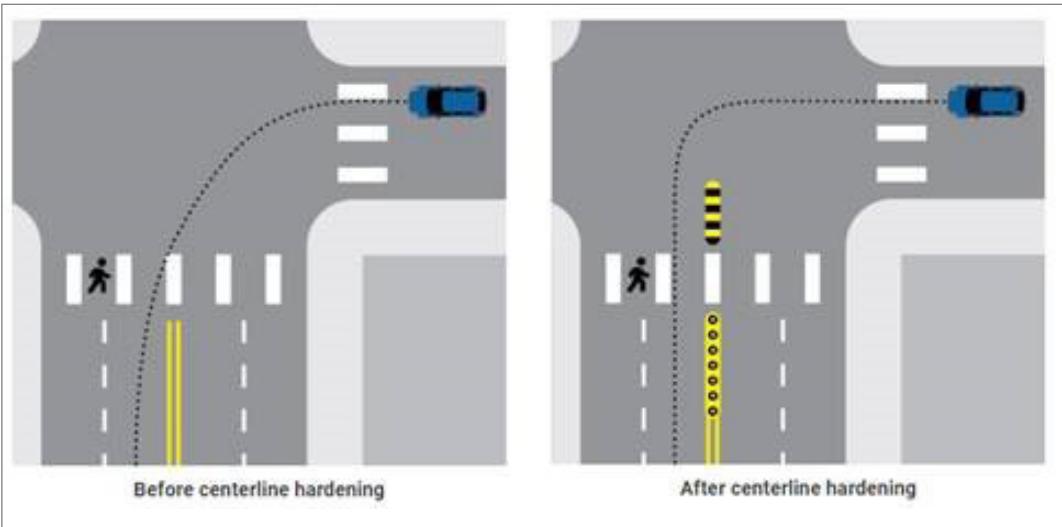
Speed humps are a vertical deflection in the roadway. Vehicles are required to traverse them at lower speeds or risk damaging their vehicle. Any vertical deflection can cause a reduction in emergency response times so it is imperative to avoid these on emergency response routes as they can cause severe damage to the suspension of fire trucks.



Chicane (photo courtesy of NACTO Guide)



Speedhump (photo courtesy of NACTO Guide)



Centerline Hardening (photo courtesy of Insurance Institute for Highway Safety (IIHS))



Rectangular Rapid Flashing Beacon (photo courtesy of NACTO Guide)

Centerline Hardening

Centerline hardening is a practice for making intersections safer for both pedestrians and vehicles that forces motor vehicles to navigate turns at slower speeds. This is achieved by installing bollards and rubber curbing along the centerline at intersections. The bollards and curbing create a physical obstacle which forces turning vehicles to navigate around. This practice prevents vehicles from cutting turns too sharply and reduces turning vehicle's speed.

Rectangular Rapid Flashing Beacon (RRFB)

Rectangular Rapid Flashing Beacons or RRFB's are user activated light-emitting diodes (LEDs) used at unsignalized intersections or mid-block crossings to alert motor vehicles that a pedestrian is approaching or is in the crosswalk. RRFB's can be activated manually by the pedestrian or passively by using detection devices. They utilize an irregular flashing pattern warning motor vehicles of the presence of the pedestrian.

Intentionally blank to facilitate double-sided printing

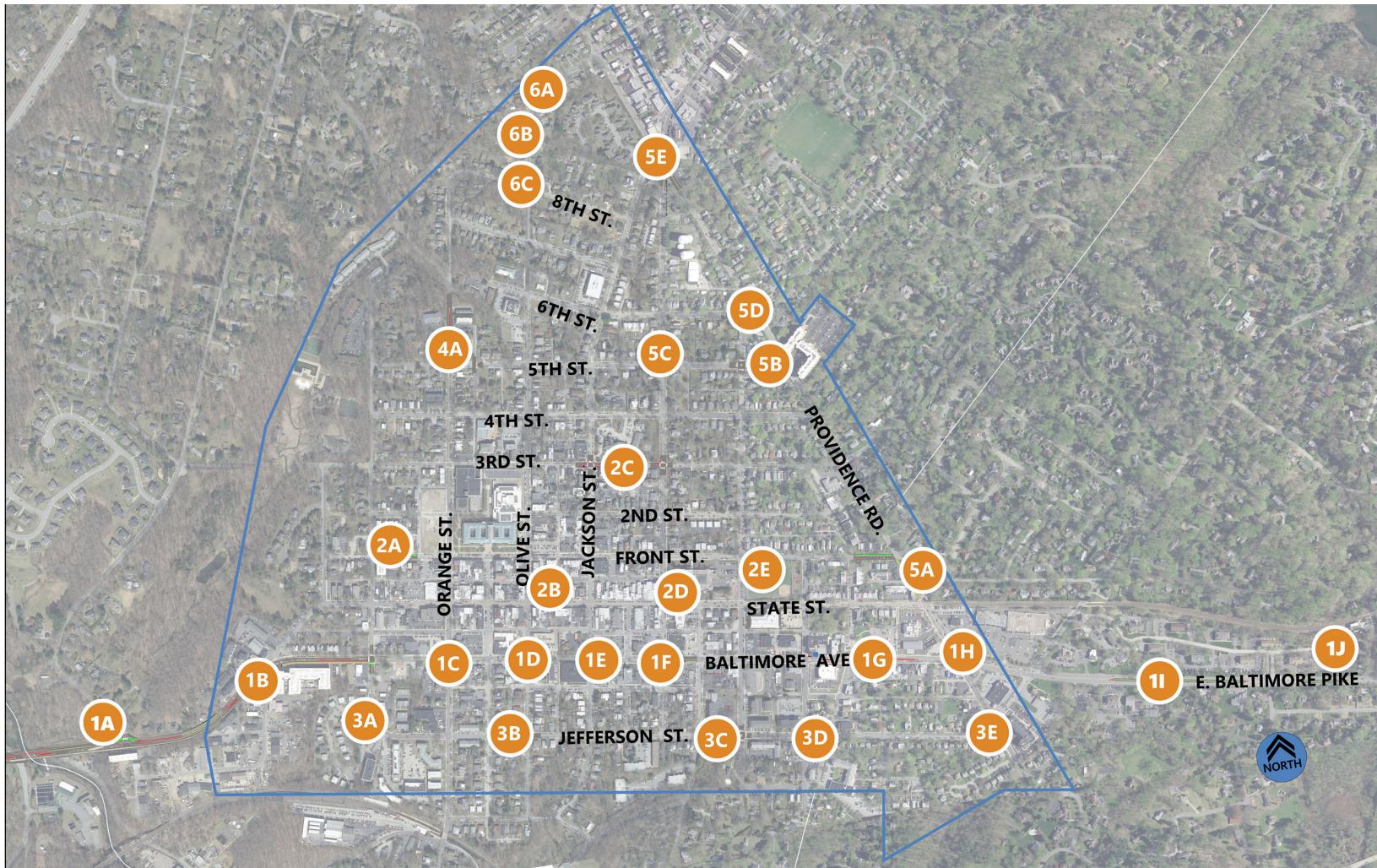


Traffic Calming Improvement Plans

Intentionally blank to facilitate double-sided printing

Traffic Calming Improvement Plans

OVERVIEW OF IMPROVEMENTS



BALTIMORE AVENUE

Existing Conditions

Baltimore Avenue is a two-lane primary arterial roadway and the main east/west road in the Borough. According to PennDOT (2018), daily traffic on Baltimore Avenue averages 15,000 vehicles west of Orange Street, 16,000 vehicles between Orange and Manchester Streets, and 18,000 vehicles east of Manchester Avenue. Baltimore Avenue is generally a commercial corridor with some residential uses at the far west end of the Borough. Sidewalks line both sides of the street and there are crosswalks at most every intersection.

Overall, applying traffic calming measures on Baltimore Avenue must be implemented carefully, given the high volume of the roadway and to ensure that traffic doesn't divert to parallel alternatives roadways.

Observations

What our walking audit said about this specific corridor

Baltimore Avenue is the main east/west roadway through Media Borough. It is a two lane roadway that experiences congestion during peak hours of travel. Some locations along Baltimore Avenue generate pedestrian traffic. It was observed that several locations require improved pedestrian facilities. Some



West End Gateway



Baltimore at Lemon



Baltimore at Manchester



Baltimore at Orange



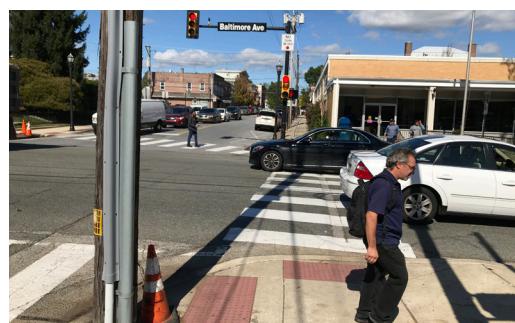
Baltimore at Monroe



Baltimore east of Borough



Baltimore looking west towards Manchester



Baltimore at Monroe



Baltimore east of Borough

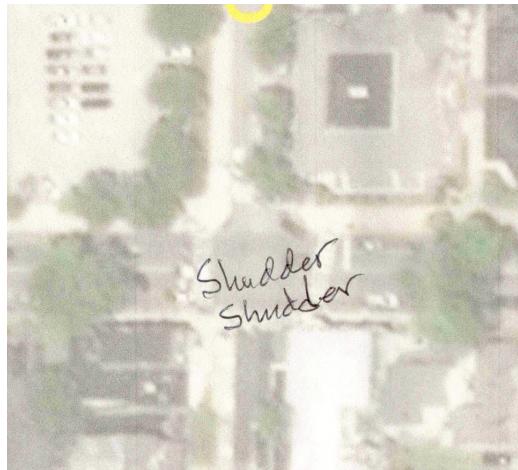


Baltimore looking west towards State/Brooke

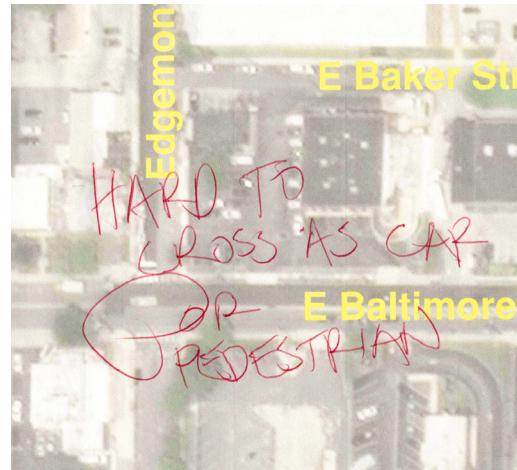
treatments that would be effective include pedestrian bump-outs at areas where there are observed pedestrian crossings such as at Monroe Street. At this location, there are SEPTA bus stops, on either side of the street. A post office and a Wawa convenience store are also on opposite sides of this intersection, generating much pedestrian activity. Leading pedestrian intervals at locations like these where there are pedestrian signals would also improve pedestrian safety. The Orange Street intersection of Baltimore Avenue is another location where much pedestrian activity was observed. It was noted that during the PM peak hour of travel, Baltimore Avenue experiences significant congestion, particularly at the Providence/Baltimore intersection.

What our stakeholders said about this specific corridor

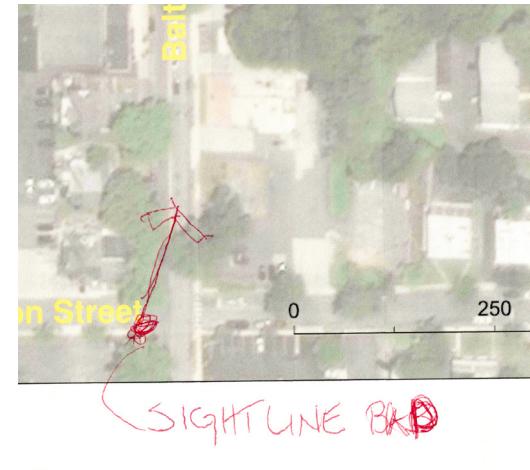
High traffic volumes can make it difficult for pedestrians to cross the roadway at times. Leading pedestrian intervals (LPI) and any other amenities to make the roadway safer for pedestrians is recommended. Baltimore Avenue is not a roadway that too much traffic calming treatment is advised as this road is designed to handle large volumes of through traffic and is utilized by emergency response vehicles. By slowing vehicle speeds further would likely cause more vehicles to resort to the local road network and create many more additional problems.



Public Meeting Comment at Orange Street and W Baltimore Avenue Intersection



Public Meeting Comment at Edgmont Street and E Baltimore Avenue Intersection



Public Meeting Comment along Baltimore Avenue Intersection

What the public meeting comments said about this specific corridor

The majority of comments regarding Baltimore Avenue focused on how difficult the roadway is to cross as a pedestrian. The intersection of Orange and Baltimore was considered especially difficult and dangerous. Also, all unsignalized intersections were noted to be difficult for both pedestrians to cross the roadway.

Public Survey/WikiMap said about this specific corridor

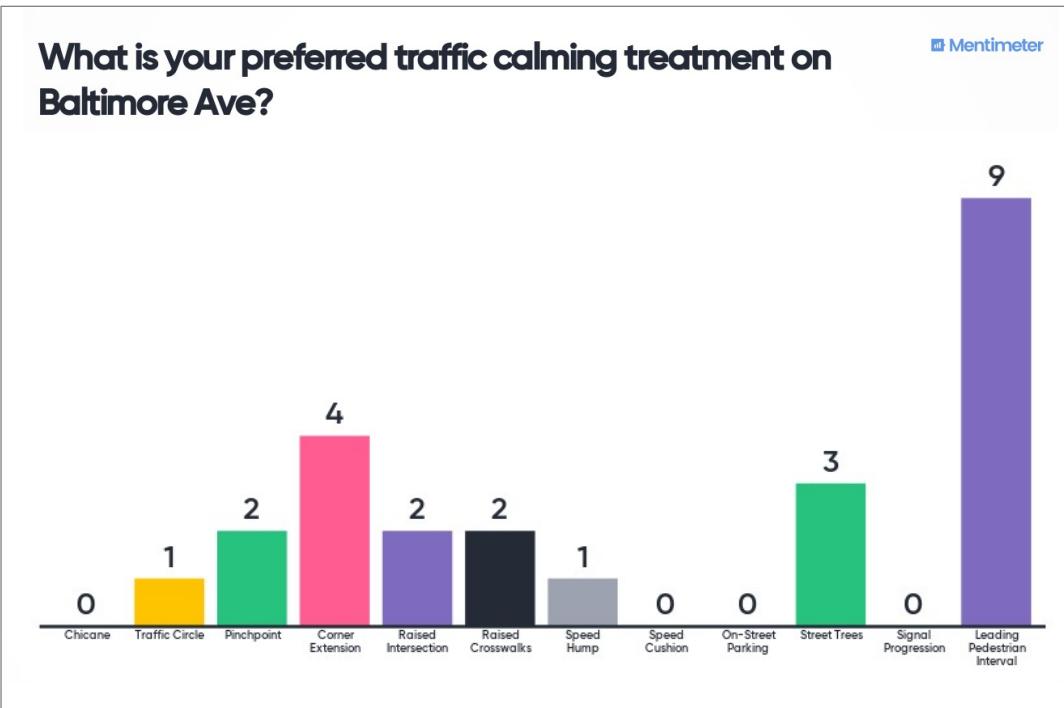
Baltimore Avenue was a popular roadway for comments as part of the Wiki-Map exercise.

This roadway is generally considered stressful for bikes and pedestrians; it was noted several times that it is difficult to cross Baltimore Avenue at numerous locations. There is a perceived speeding problem on the length of the corridor, and making left turns off of Baltimore Avenue can be difficult, as well as causing traffic queues behind turning vehicles. Monroe Street was the most popular intersection for comments noting that turning movements are difficult as well as pedestrian crossings, as there is much pedestrian activity at this location due to the post office, the Wawa convenience store, SEPTA bus stops and other pedestrian generators.

Steering Committee Feedback

The Steering Committee voiced a strong preference for leading pedestrian intervals at signalized intersections; this measure has already been installed at most signals along Baltimore Avenue to assist with crossing Baltimore Avenue. However, leading pedestrian intervals are not installed to cross the side streets. The feasibility of this expansion could be explored, while monitoring increased vehicular delay on Baltimore Avenue.

Corner extensions was second garnering four votes, followed by street trees with three. One potential location for corner



Mentimeter results from steering committee

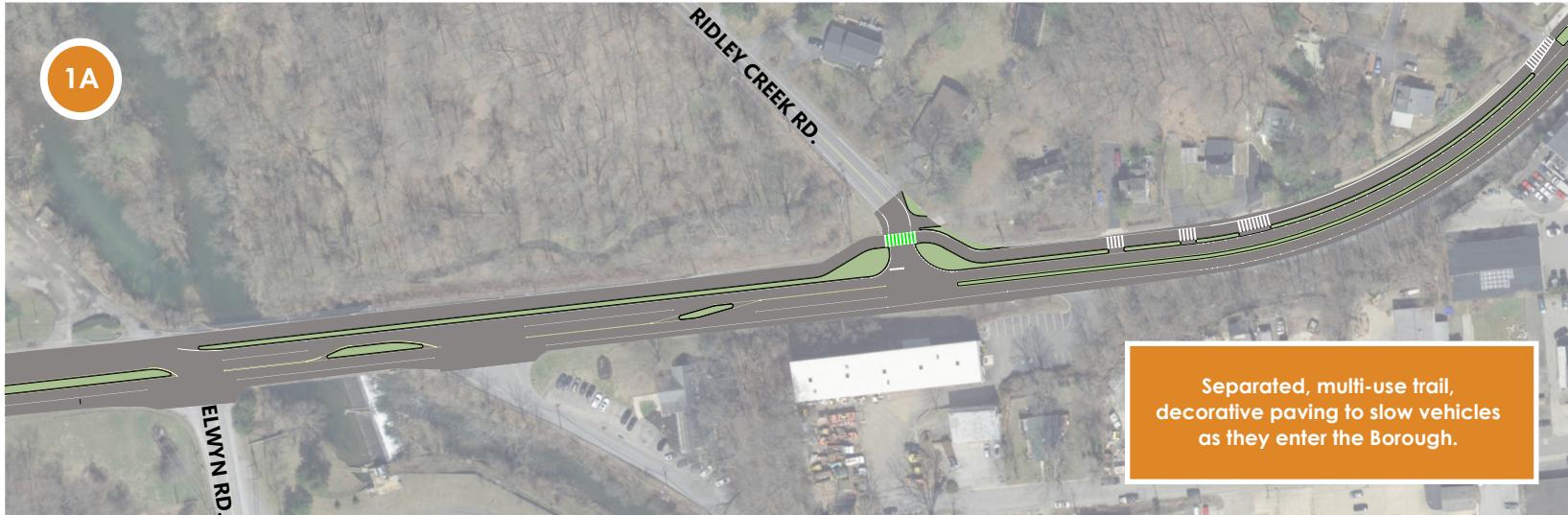
extensions is at Monroe Street where the US Post Office is located opposite a Wawa convenience store. Both of these generate significant pedestrian traffic. A second ideal location identified was at Orange Street where many pedestrians cross Baltimore Avenue to get to and from the Media Regional Rail station located several blocks south of the intersection. Adding curb bump outs at these key intersections with high pedestrian volumes would shorten the crossing distance for pedestrians as well.

Recommendations

Corridor Specific Treatments

The following are maps detailing conceptual improvements to address traffic calming along the corridor:

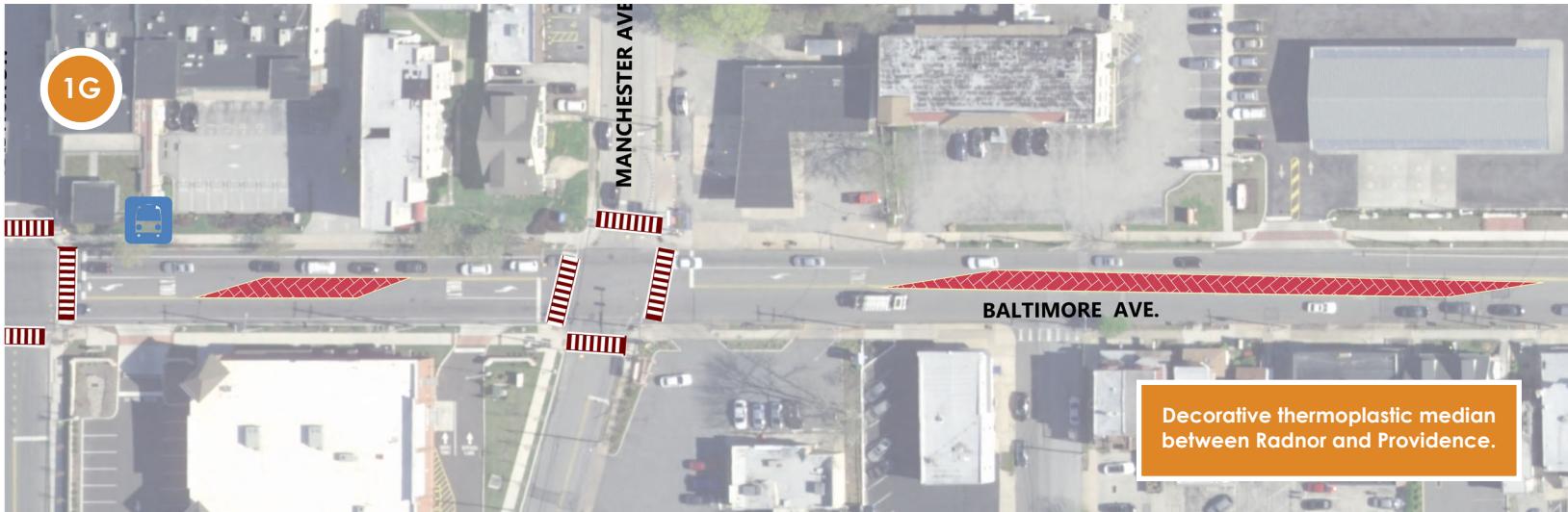
BALTIMORE AVE



BALTIMORE AVE



BALTIMORE AVE



BALTIMORE AVE

STATE, FRONT, AND THIRD STREETS

Existing Conditions

State Street is a local roadway that parallels Baltimore Avenue. State Street is the heart of Media's central business district and is mostly commercial uses with many shops and restaurants with the exception west of Orange Street. West of Orange Street is mainly residential uses with some office space and the First United Methodist Church of Media. State Street is also unique in that the SEPTA 101 trolley runs down the middle of this street. There is sidewalk along both sides of the street and this is a heavily pedestrian traveled roadway. SEPTA has long term plans to change the dynamic of the trolley and significantly upgrade service to Media by converting it from the present day single track to a double track format with each stop being ADA compliant. There is no definitive timeline as to when SEPTA will construct these upgrades. Any recommended treatments along State Street must be mindful that a total roadway reconstruction project from SEPTA will be coming in time. Improvements should be coordinated with SEPTA.

Observations

What our walking audit said about this specific corridor

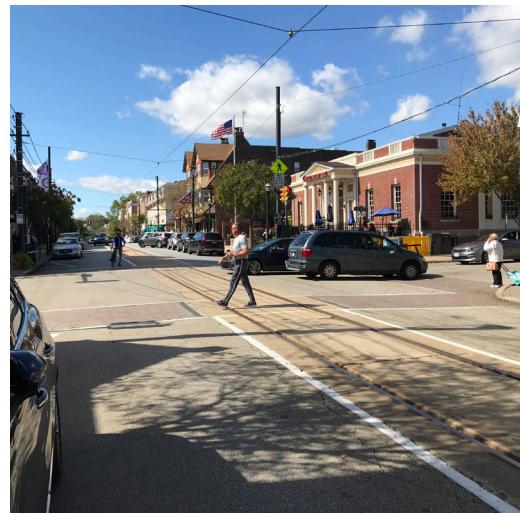
Heavy pedestrian traffic was observed during the audit. Vehicular speeds were observed



State at Church



State at Monroe



State at Jackson



State at Plum St Mall



Public Meeting Comments along State Street

to be modest, primarily due to vehicles needing to yield to the SEPTA trolley. Parallel parking is allowed along both sides of the street but is limited and most every space is filled. Steering Committee members noted that the Plum Street/State Street crosswalk is essentially a mid-block crossing and is heavily used.

What our stakeholders said about this specific corridor

SEPTA has long term plans to drastically alter the dynamic of this road by converting the trolley from a single track running down the middle of the road, to a double track design where the trolley will be running in the

vehicular travel lanes with traffic. SEPTA also will make stops ADA compliant requiring some sort of bump out mechanism. SEPTA also shared that stops must be staggered so that they are not directly across from each other so as to not create too narrow of a roadway impeding larger vehicles from making turns. The Media Business Authority noted that deliveries to shops along State Street generally occur on Baker and Pearl Streets so vehicles stopping along State Street should not occur. State Street is also a popular street to host events throughout the year. Dining Under the Stars occurs weekly throughout the summer months where the Borough closes the roadway to

vehicular traffic and the street becomes an extension of the sidewalk allowing for outdoor dining and many other amenities. State Street hosts many other various events throughout the year such as parades and New Year's celebrations.

What the public meeting comments said about this specific corridor

State Street was a popular corridor for discussion among residents, however there were few complaints regarding traffic. Rolling stops at intersections was mentioned several times, however this appeared to be a part of the broader Borough-wide issue.

Public Survey/WikiMap said about this specific corridor

The majority of comments received on State Street included the trolley and the conflict with vehicles. The trolley is single track through the Borough and travels directly down the center of the roadway traveling in both directions. Some comments recommended to stop the trolley in the eastern portion of Media. Others just noted that cars play "dodgeball" with the trolley creating dangerous situations for other vehicles and pedestrians. It was also noted that the ADA ramps along State Street should be analyzed as there are some intersections with missing ramps. This was also noted by a stakeholder Michael Burke, Director of Freedom Valley, a physical disability advocacy and support group.

Media Borough was awarded \$100,000 through the DCED Multimodal Transportation Fund to install new crosswalks, add pedestrian signage and install ADA compliant curb ramps along State Street to help create a fully accessible corridor.

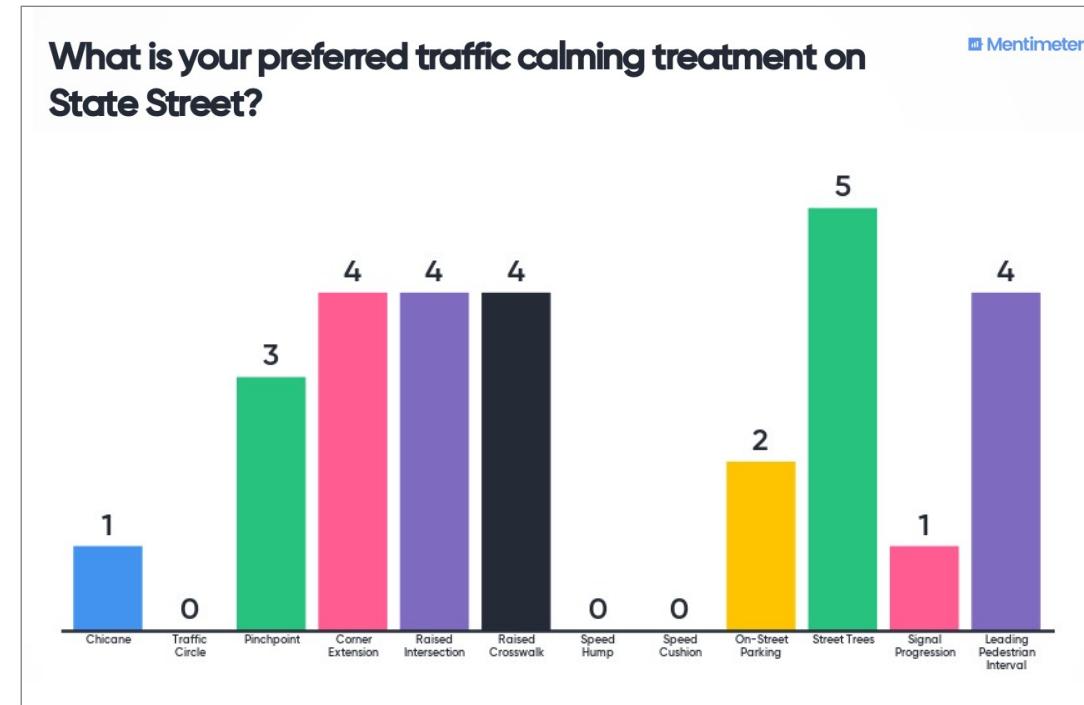
Steering Committee Feedback

Street trees was a popular treatment along State Street. Four other treatments received four votes a piece including pinch-points, corner extensions, raised intersections and raised crosswalks. SEPTA's long range plan is to double track the trolley line in downtown Media Borough and make each stop ADA compliant by using similar devices as corner extensions where each stop will be located. Raised crosswalks and raised intersections on State Street would be difficult to engineer in a way as to not interfere with the trolley line.

Recommendations

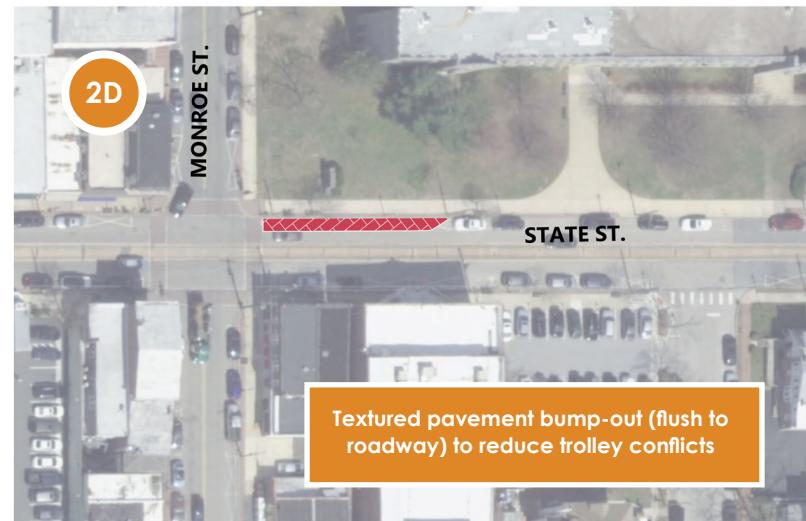
Corridor Specific Treatments

The following are maps detailing conceptual improvements to address traffic calming along the corridor:

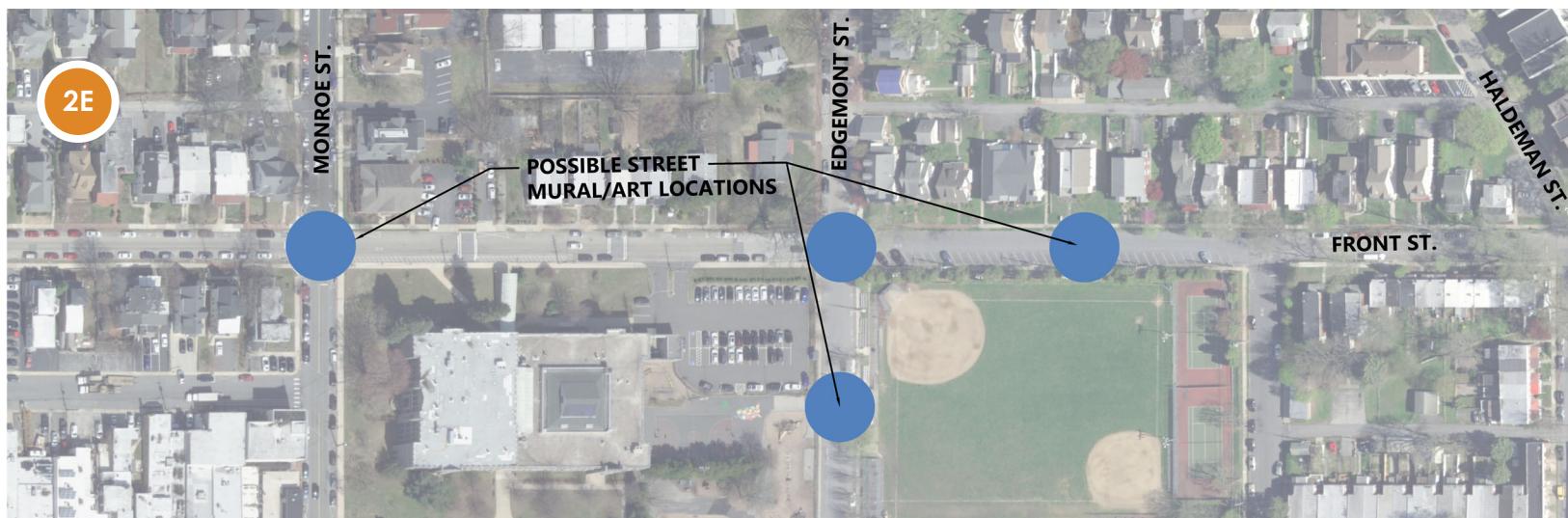


Mentimeter results from steering committee

STATE, FRONT AND THIRD STREETS



STATE, FRONT AND THIRD STREETS



Intentionally blank to facilitate double-sided printing

JEFFERSON STREET

Existing Conditions

Jefferson Street is a local roadway with primarily residential uses along the corridor with a few exceptions of a Nativity BVM Church and school. In 2019, the average daily traffic west of Monroe Street is 3,400 vehicles. East of Monroe, the average volume is slightly higher at 3,900 vehicles. Sidewalks line the street on both sides. Parking is allowed on both sides of the street in most areas. Jefferson is also a tree lined street.

Observations

What our walking audit said about this specific corridor

Jefferson Street is a pedestrian friendly residential tree-lined street, however, vehicle speeds did seem higher than typical local roads. This could be due to the fact that vehicles are using Jefferson Street as a cut-through road to avoid congestion along Baltimore Avenue. Each intersection is controlled by a stop sign which generally vehicles stop at, however, several rolling stops were observed. The walking audit identified this corridor as an ideal location for a bicycle boulevard treatment and several intersections would also be ideal locations for mini-circles to slow traffic.



Jefferson at Edgmont



Jefferson at Lemon



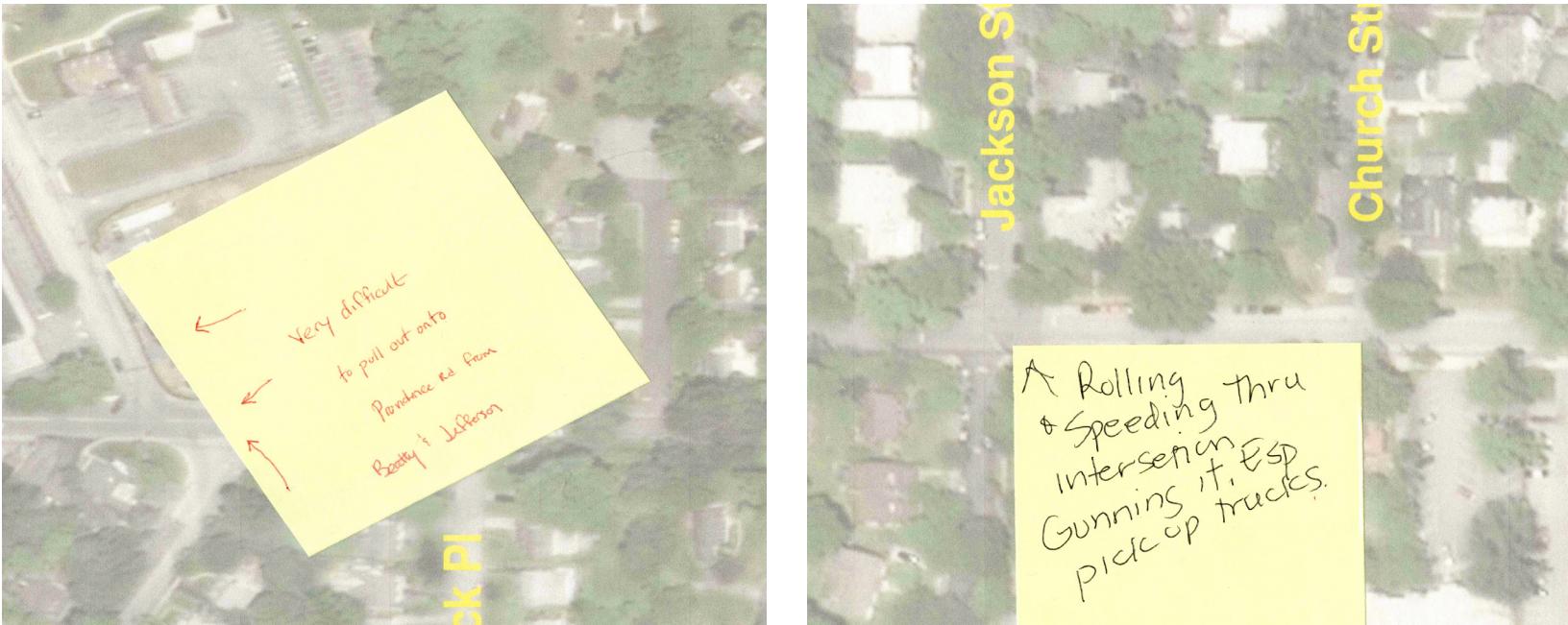
Jefferson at Manchester



Jefferson at Gayley



Jefferson at Olive



Public Meeting Comments along Jefferson Street

What our stakeholders said about this specific corridor

Several stakeholders did note that this is a commonly used corridor to avoid congestion along Baltimore Avenue.

What the public meeting comments said about this specific corridor

Multiple residents at each forum noted that vehicles typically roll through stop signs and often times to not yield to pedestrians.

There are also many school bus stops along the corridor and child safety was expressed as a concern.

Public Survey/WikiMap said about this specific corridor

Jefferson Street was another popular road for comments. This is perceived to be a common cut-through route for vehicles avoiding Baltimore Avenue during peak hours of travel. It was noted that cars speed

along the road and roll through stop signs. It was noted how difficult exiting onto Providence Road can be during peak travel hours as well. This roadway appears to be an ideal candidate for a neighborhood greenway or bicycle boulevard to help calm traffic and make the road safer for all users.

Steering Committee Feedback

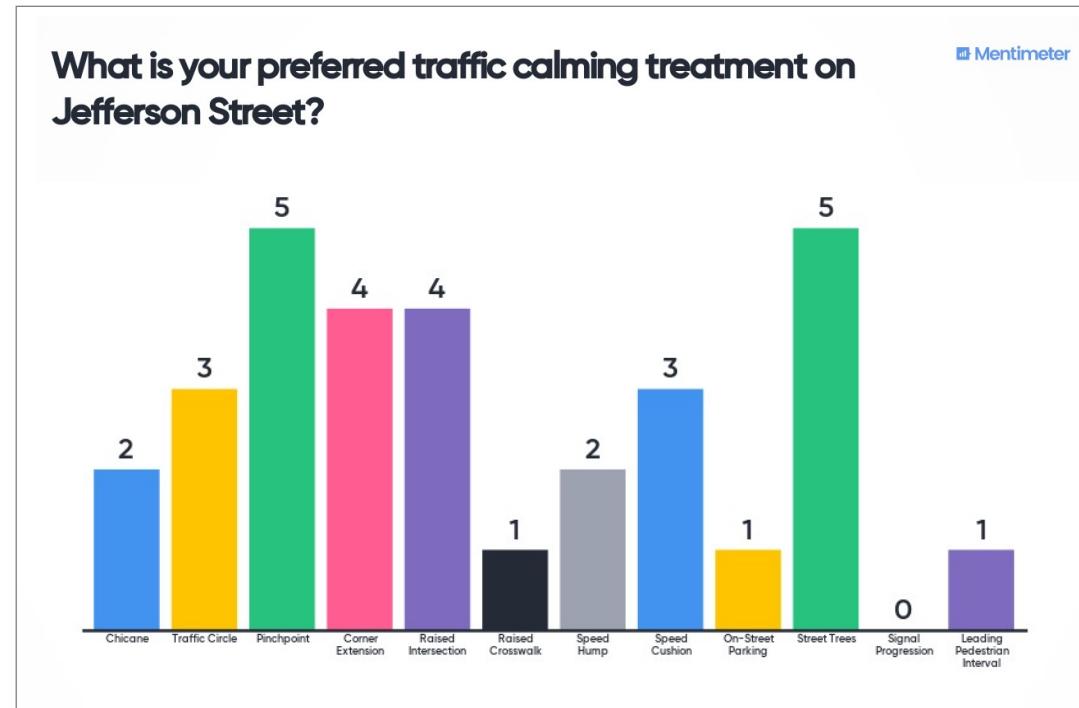
Pinchpoints and street trees were the most commonly recommended treatment for

Jefferson Street with five votes each. These were closely followed by corner extensions and raised intersections. Jefferson Street was a repeatedly mentioned by the public as a major cut-through street with excessive speeds and vehicles failing to stop at stop signs. These traffic calming measures would aid in with these violations and potentially also deter some of this cut-through traffic that the corridor experiences. Jefferson Street is primarily a residential road and these improvements would also make the corridor look and feel more like a safe neighborhood road.

Recommendations

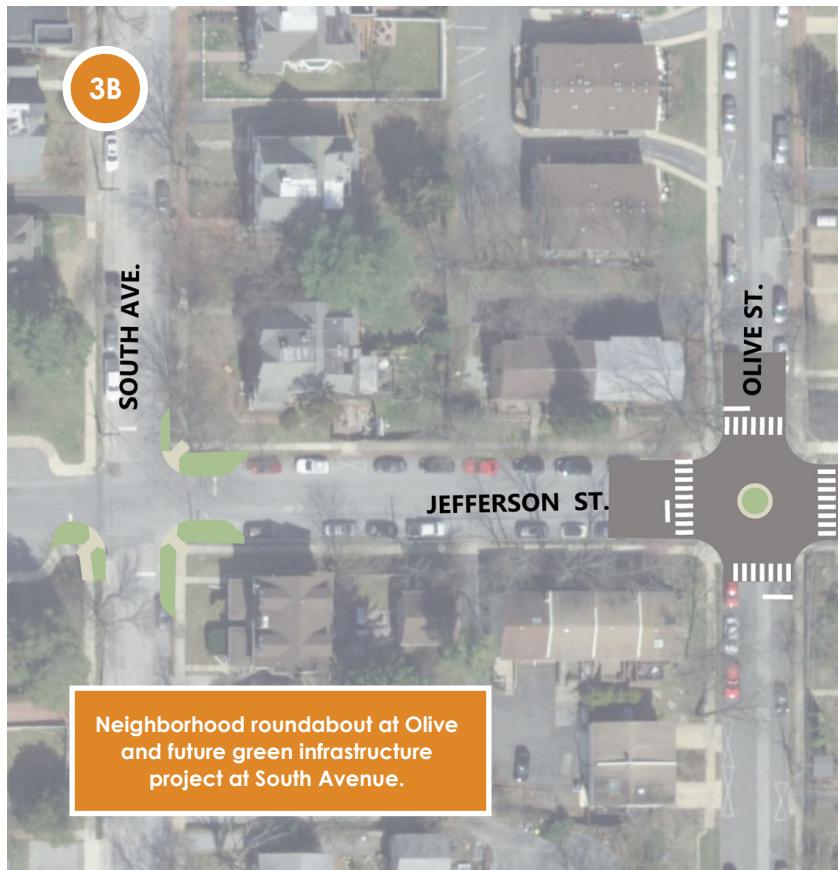
Corridor Specific Treatments

The following are maps detailing conceptual improvements to address traffic calming along the corridor:

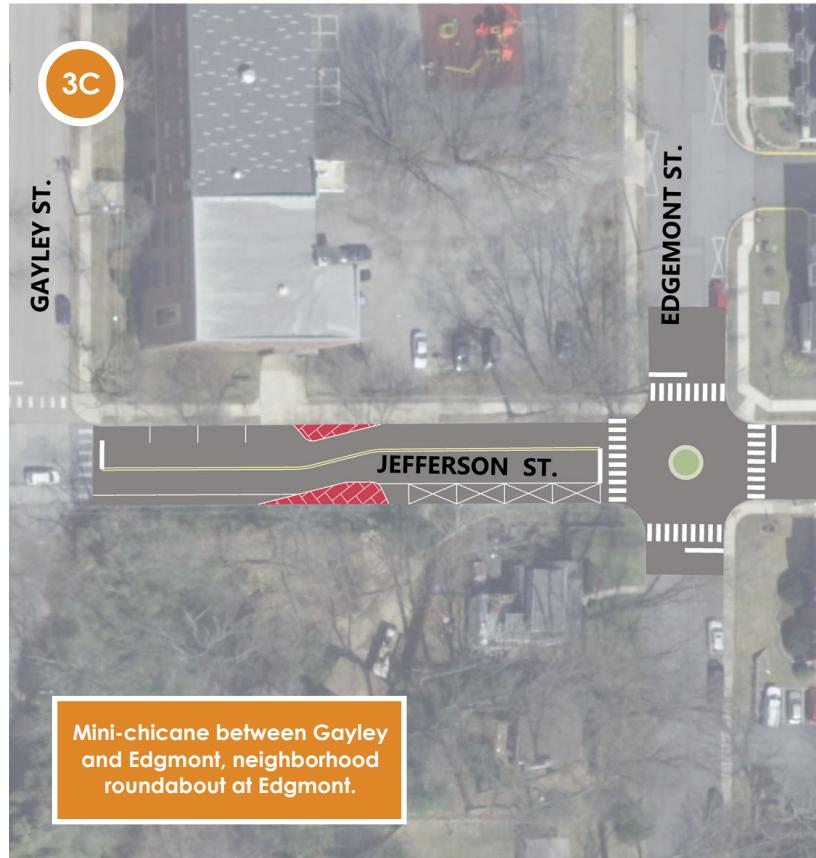


Mentimeter results from steering committee

JEFFERSON STREET



JEFFERSON STREET



JEFFERSON STREET



ORANGE STREET

Existing Conditions

Orange Street is a major collector running north/south on the western side of the Borough. The average daily traffic volume is 4,750 vehicles (measured just south of Front Street). There are sidewalks along both sides of the roadway. Orange Street has a diverse mix of uses ranging from residential, commercial and institutional as the County Courthouse as well as the primary County Government office facilities are along this road. Orange Street also connects to SEPTA's Media Regional Rail Station, located just outside the Borough limits to the south.

Observations

What our walking audit said about this specific corridor

The majority of Steering Committee concern focused on the intersection of Orange Street and Baltimore Avenue. This intersection experienced high pedestrian volume as well as a high amount of turning vehicles, resulting in conflicts between these two modes.

Orange Street has much pedestrian activity due to the Government Complex location as well as the connection to the regional rail station to the south of the Borough. Steering Committee members reported that the State/Orange trolley stop has high ridership.



Baltimore at Orange



Orange at Second



Front at Orange



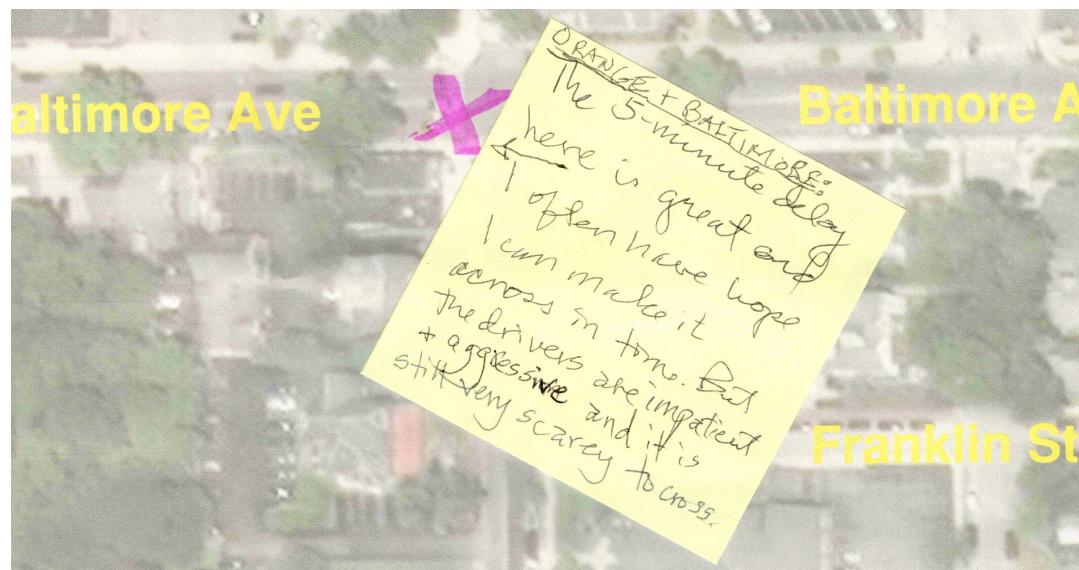
Orange at Third



Orange at Baltimore



Orange at West



Public Meeting Comments along Orange Street

What our stakeholders said about this specific corridor

Several stakeholders reported concern for the County plans to replace the parking garage between Front and Amber streets. At the time of the interviews, however, the timeframe for this replacement or design plans has not yet been determined.

What the public meeting comments said about this specific corridor

The public noted several comments about Orange Street including the absence of sidewalks north of Astor Square. Some comments noted that vehicles do not fully stop at stop signs, especially at 5th Street when coming into town from the north. The intersection of Baltimore Avenue and Orange Street was again noted as not being very safe for pedestrians.

Public Survey/WikiMap said about this specific corridor

Comments regarding Orange Street note that it is a busy roadway that cars seem to speed along, especially as they enter and exit the Borough approaching Centennial Lane. Rolling stops are also perceived as an issue along this corridor.

Steering Committee Feedback

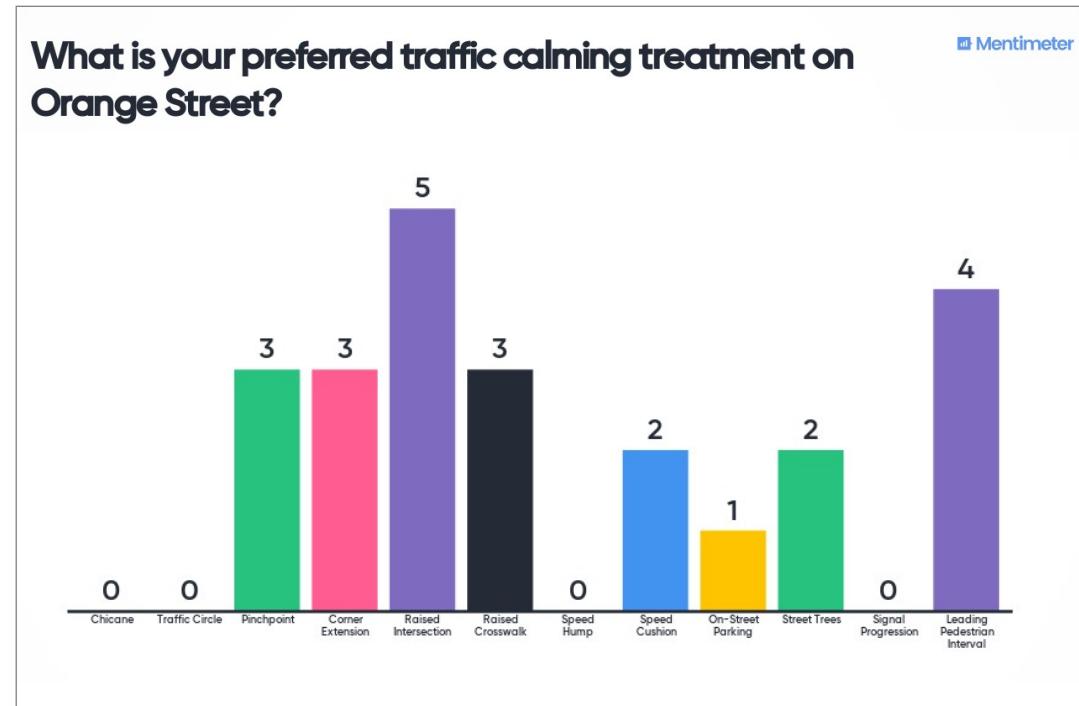
Raised intersections was the most popular response for Orange Street, followed closely

by leading pedestrian intervals. Pinchpoints, corner extensions and raised crosswalks also received votes from the steering committee.

Recommendations

Corridor Specific Treatments

The following are maps detailing conceptual improvements to address traffic calming along the corridor:



Mentimeter results from steering committee

ORANGE STREET



PROVIDENCE ROAD / MONROE STREET

Existing Conditions

Providence Road is a primary arterial road and the primary north/south route in Media Borough. This road has generally commercial uses at the southern portion of the Borough with a mix of residential and commercial uses along the rest of the roadway in Media. The average daily traffic volume measured just north of 5th Street is 12,200. There are sidewalks along both sides of the street with a small shoulder area.

Observations

What our walking audit said about this specific corridor

Difficulty for pedestrian crossing Providence Road stood out during this walking audit. There are two poorly marked crosswalks near the Holly House Condominium building. These crosswalks do not comply with current PennDOT standards due to sub-standard signage and lighting. The “Five-Points intersection” of Providence Road with Jackson and Monroe Streets is also a challenge for pedestrians to cross. There are crosswalks at this location, however the strange geometry of the intersection makes them somewhat irregular.



Providence at Youth Way



Baltimore and Providence



Providence at 5 Points



Providence at State



Providence at State



Providence/Holly House Crosswalks



Providence at Sixth

What our stakeholders said about this specific corridor

The stakeholder group identified crossing Providence Road for pedestrians as an issue. SEPTA noted that at Providence Road where the trolley crosses, often times vehicles block the trolley path so that the trolley cannot cross.

What the public meeting comments said about this specific corridor

Providence Road received many public comments. Several comments noted how difficult the Five Points intersection at Providence and State Road is to traverse. Providence at 6th Street was noted to be an awkward intersection.

The crosswalks at the Holly House Condominium complex (5th Street/Farnum Road) are very bad/unsafe and it is difficult to cross the road as a pedestrian. The intersection of Baltimore Avenue and Providence Road was noted to be very congested, and a nightmare for pedestrians. Finally, people noted how difficult it is to exit Jefferson Street and Beatty Road onto Providence Road.

Public Survey/WikiMap said about this specific corridor

Providence Road received many comments across all categories. There were concentrations of comments specifically

near the intersection of Baltimore Avenue and Providence Road, as well as surrounding the "5 Points" intersection at State/Jackson/Monroe. Both of these locations are noted as being stressful to both bikes and pedestrians. They also both experience significant congestion during peak hours of travel in the morning and afternoon. There were several comments that state is unsafe to cross at any location along the Providence Road corridor. There is also a perception of speeding vehicles during peak hours of traffic making it even more stressful on pedestrians.

Steering Committee Feedback

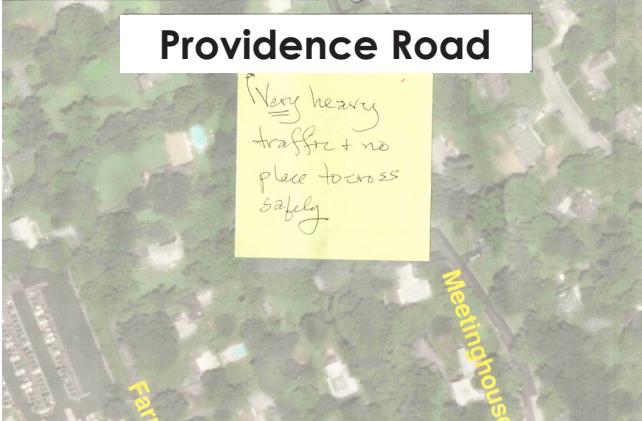
Similar to other corridors, leading pedestrian intervals were the most preferred strategy for Providence Road. Street trees, raised crosswalks and pinch-points each had three votes a piece. The Steering Committee expressed concern and interest in improving the pedestrian crossings along Providence Road.

Recommendations

Corridor Specific Treatments

The following are maps detailing conceptual improvements to address traffic calming along the corridor:

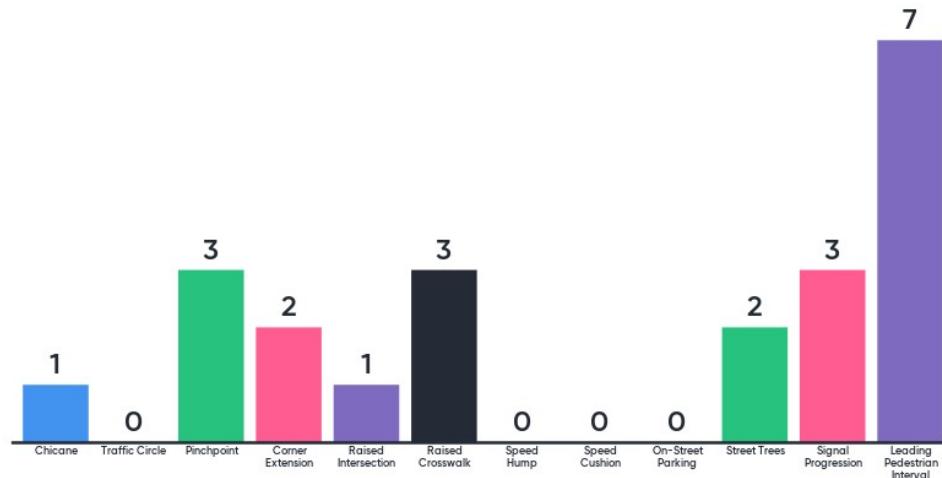
— No where to safely cross for a mile —



Public Meeting Comments along Providence Road

What is your preferred traffic calming treatment on Providence Road?

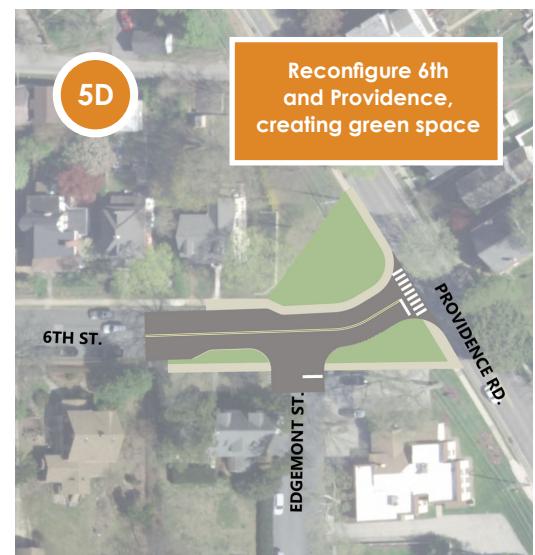
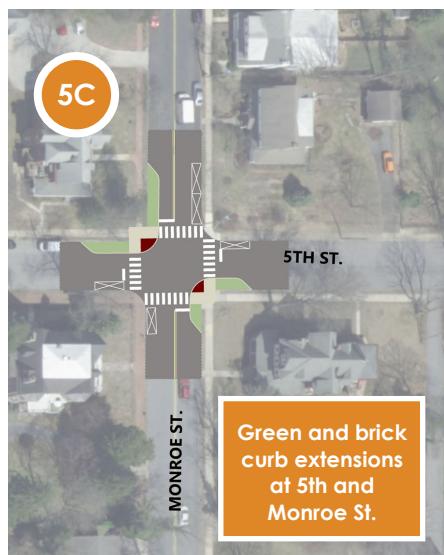
 Mentimeter



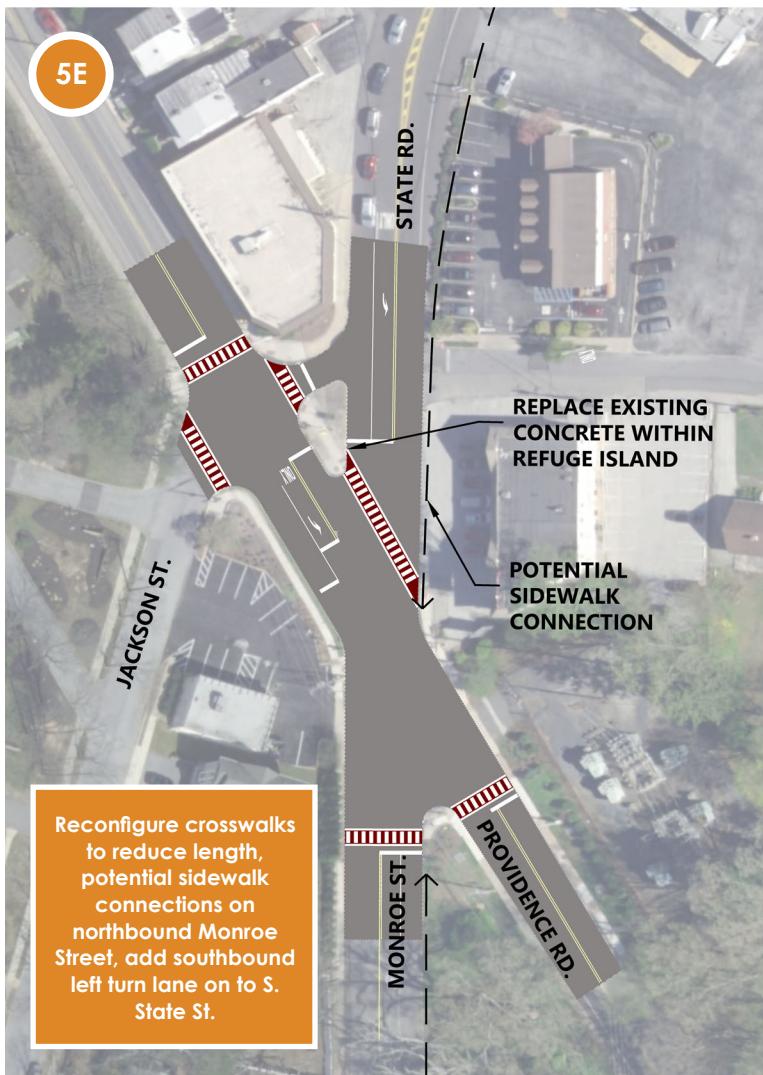
 9

Mentimeter results from steering committee

PROVIDENCE ROAD / MONROE STREET



PROVIDENCE ROAD / MONROE STREET



RIDGE ROAD / OLIVE STREET

Existing Conditions

Ridge Road along with Olive Street are local roadways with generally residential uses. These roads have been identified as cut-through routes for vehicles looking to avoid traffic along Providence Road. The average daily traffic on Olive Street north of 8th Street is 862 vehicles. Suggestions for treatments along these roads will serve as examples for treatments on local residential roads throughout the Borough.

Observations

What our walking audit said about this specific corridor

During our walking audit, no excessive speeding was observed. Traffic volumes were in line with typical local roads. Several vehicles did roll through stop signs and one vehicle was observed who did not even slow down at the stop sign as they traversed through the intersection. The driver of this vehicle appeared to be a teenager.

What our stakeholders and public meeting comments said about this specific corridor

Both our stakeholders as well as some public comments were general statements about perceived cut-through traffic on Ridge and Olive Street, however several

other north/south roads were also noted to be cut-through routes such as Jackson and Edgmont Streets.

Public Survey/WikiMap said about this specific corridor

Although this was one of the main corridors that the borough was asked to study closely, it did not receive many comments through the Wiki-Map exercise. People did note that it was used as a north/south cut-through roadway and the intersection of Olive Street and Ridge Road is very wide and vehicles often ignore the stop signs. The borough is currently in final design of a treatment for this intersection where stormwater facilities will be installed in the form of a large curb bump-out which will also tighten up this wide intersection and have a traffic calming effect.

Steering Committee Feedback

Corner extensions and traffic circles tied for the most votes from the steering committee with five votes each. Pinchpoints was the next most common response with four votes. All of these are effective treatments for neighborhood roads. If designed properly, these improvements could potentially deter some through traffic while calming vehicular speeds which was a major complaint by the public. The Borough is already well into design to improve the intersection of Ridge Road and Olive Street by adding a large curb bump-out that will tighten up this



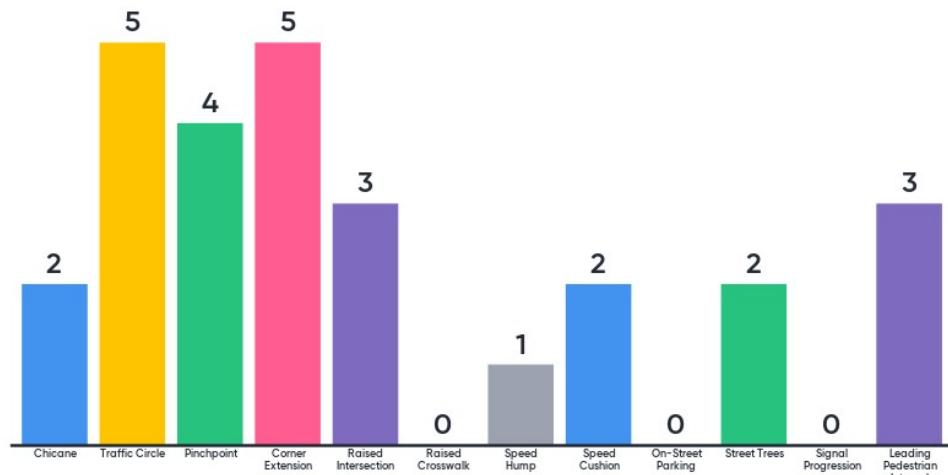
Olive and Ridge



Olive and Ridge

What is your preferred traffic calming treatment on Ridge Rd/Olive St?

Mentimeter



Mentimeter results from steering committee

overly wide intersection to slow traffic while doubling as a stormwater management facility. Rain gardens will be installed as part of the bump-out demonstrating innovative use of limited funding available for infrastructure improvement.

Recommendations

Corridor Specific Treatments

The following are maps detailing conceptual improvements to address traffic calming along the corridor:

RIDGE RD / OLIVE ST



RIDGE RD / OLIVE ST



Intentionally blank to facilitate double-sided printing



Implementation Plan

Implementation Plan

Making physical engineering improvements to the Borough's streets will not – alone – assure behavioral change by drivers. Effective community plans complement proposed engineering improvements with an array of education, encouragement, and enforcement strategies that collectively will alter how one drives throughout the Borough. These strategies are intended to be advanced not solely by the Borough of Media, but implemented in partnership with the Borough by public, private, and non-profit stakeholders.

EDUCATION & ENCOURAGEMENT STRATEGIES

People always have a story to tell about traffic and safety in their neighborhoods, and they want to share. Give them an outlet to do that and use these tactics to give back to the community. This is a cost effective way to bring awareness to resident's areas of concern. Listed are a few ideas other communities have used for this purpose.

Street Art

Painting murals and other artwork on the street surface itself are not only great traffic calming tactics, but they engage the broad community and develop a sense of place. This artwork can be placed in the middle of an intersection (much like a traffic circle), inside of a crosswalk, along the sidewalk, or



Examples of Street Art



Examples of Creative Yard Signs

in other creative locations where it may be beneficial to bring attention to the street.

Work with local artists to create **murals** on high pedestrian/vehicle traffic corridors with safety messages, such as *Watch for Me*, *Drive with Care*. Can be located on the side of buildings or on utility/traffic signal boxes. Local school art programs could assist as well, where a student/or students create and design the murals for their community.

Creative Yard Signs

Work with the community to design/develop innovative yard signs for sale, with proceeds to support schools or a traffic calming demonstration project fund.

Photovoice Project

Offer training on photography and then provide participants cameras to take pictures that illustrate their experience traveling around Media on foot, transit and bicycle. Compile photographs and videos for a public art exhibit, showing the good and bad of these transportation experiences.

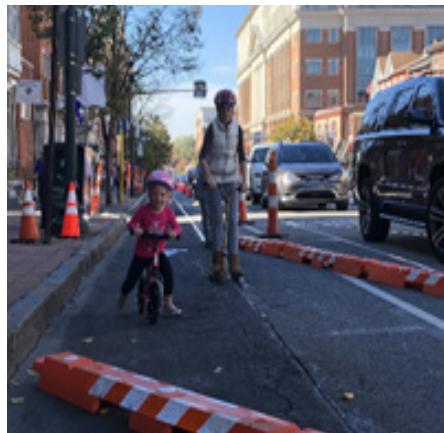
Bus Stop Decoration

To celebrate the great transportation options in Media, and encourage more people walking and using transit, businesses or organizations adopt a bus stop for one day and decorate it to give transit riders a VIP experience. Members of the public vote on the best bus stop and the winner gets

widespread recognition in the community. A great way to promote businesses and embrace Media's transit culture.

Pop-Up/Demonstration Projects

Media Borough has already demonstrated great success with temporary projects such as "Dining Under the Stars" and the "Open Streets Day". Many of the traffic calming treatments could be tested as a pilot using temporary materials. Among the benefits, these projects offer the Borough the opportunity to collect public feedback on the concept before undertaking formal engineering and permanent installation of the project.



POP-UP / DEMONSTRATION / TACTICAL PROJECT West Chester Borough, Pop-Up Bike Lanes

West Chester Borough with support from various planning partners installed a parking protected bike lane as a half-day demonstration project in October 2019.

Community Grants

Provide grants to community organizations, neighborhood organizations and others to answer: why is traffic calming important to your community? How can you build support for more awareness on this issue? A call for grant funding can be issued and organizations can respond to fund any of the art ideas (above), or other community-driven creative efforts that raise awareness about the need for traffic calming.

Awareness Campaign

Develop a multimodal safety education campaign focused on celebrating Media as a multimodal community. Messaging is positive and celebratory of the walking, biking and transit experience, instead of focusing on right vs. wrong behaviors. Consider

building off the Town's brand as a Fair-Trade community – treating all people with respect. Content is produced as short video clips, imagery that can be shared on social media, printed posters, collateral material.

- » Partner with local businesses and schools to get the materials in the community
- » Launch at Dining Under the Stars or other community event
- » Media has an employment population that far exceeds its resident's population. Display these materials on transit vehicles to educate the Borough's daytime population

Education Campaign

Develop a multimodal transportation safety education campaign that can be incorporated

in training for all Borough and county staff as a requirement to drive a Borough or county owned vehicle. This campaign can complement the awareness campaign in its look and feel.

ENGINEERING STRATEGIES

- » Implement speed feedback signage ("Your Speed Is") in school zones and in align with best practices on location identification
- » Develop and implement a slow zone program, to include setting appropriate speeds and defining treatments to be used. A slow zone is a community-program designed to reduce speeds within a defined area utilizing signage and traffic calming devices to alert motorists that they are in a neighborhood setting and to change vehicular behavior.
- » Identify intersections for low cost pedestrian and bicycle safety countermeasures (ie. painted bulb-outs, signal timing, yield to bike/ped signage, etc.). These locations could be advanced from the demonstration phase to this next stage in implementation.
- » Following the implementation of low-cost traffic calming improvements, evaluate and assess for effectiveness and goal attainment. If successful, implement as permanent traffic calming treatments.
- » Enhance school zones with pavement markings and signage

Create an account with "Waze for Cities". The highly popular and widely used "Waze" crowd sourcing traffic software application owned by Google, has made an enhancement to their app for towns and cities to be able to upload and share important information related to travel. Events causing road closures, such as Dining Under the Stars can be reported on the Waze map to avoid driver confusion as well as provide alternate route details. According to Waze for Cities, over 1000 cities and public sector partners utilize this platform. More details can be found at waze.com/ccp.

STANDARDIZE SIGNING AND PAVEMENT MARKINGS

It is imperative that all traffic control signs and pavement markings comply with national and state requirements to ensure that a clear, concise, and consistent message is conveyed to all road users. Deviations from national and state signing and pavement marking requirements can create confusing, ineffective, and potentially unsafe conditions for drivers, bicyclists, and pedestrians and may open the municipality up to liability. Standards for signs and pavement markings can be found in the following sources:

- » *Manual on Uniform Traffic Control Devices (MUTCD)*, published by the Federal Highway Administration (FHWA), which is periodically updated. The current edition at the time this document was prepared is the 2009 edition.

- » PennDOT Publication 111, *Traffic Control – Pavement Markings and Signing Standards*. The current edition was published in June 2013.
- » PennDOT Publication 236, *Handbook of Approved Signs*, current edition published in 2012 and revised in November 2013.
- » PennDOT Publication 212, *Official Traffic Control Devices*, current edition published in March 2006.

CODE UPDATE RECOMMENDATIONS

As part of the Plan's scope of work, the Consultant Team reviewed the Borough's ordinance and codes to identify opportunities to implement the Traffic Calming Plan through such regulations. Recommendations for modifications to the Borough's ordinances include:

- » Develop standards for Traffic Impact Studies that incorporate multimodal considerations. Identify context sensitive enhancements and most appropriate location within the Borough's Code of Ordinances.
- » Develop plan and timeline to update street signage to MUTCD/PennDOT Pub. 236 compliant (e.g. – No Parking Here to Corner (Black & White)).

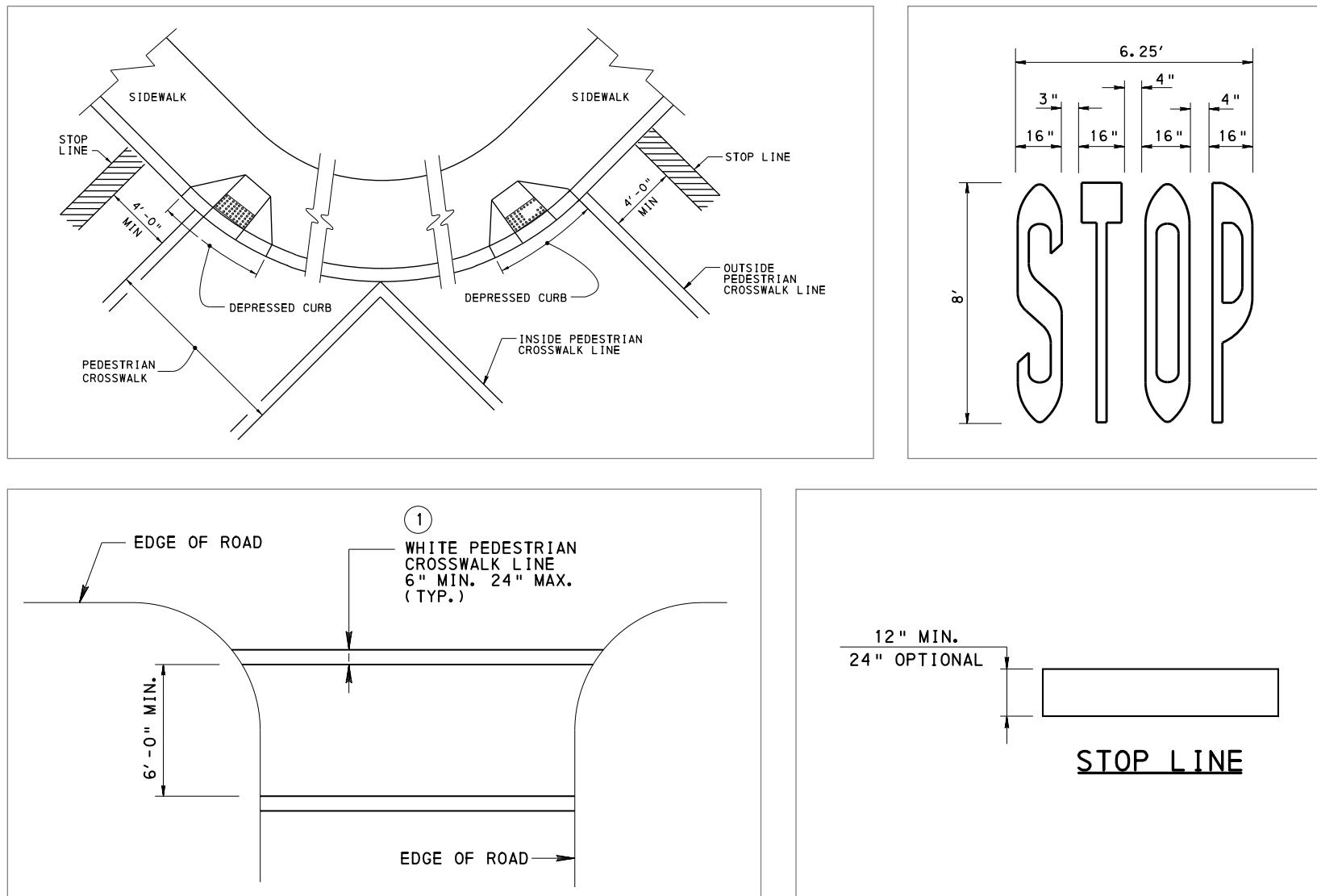
- » Update Application for Highway Occupancy Permit (Occupying ROW with dumpster, building materials, equipment, etc.) to prevent blocking pedestrian routes.
- » §257-41.C.4.j (SALDO – Street Trees) – Review/Incorporate specs for species with less impact on sidewalks (heaving).
- » Encourage diversity of travel modes, provide amenities for pedestrians and bicycles to reduce motor vehicle trips, encourage use of public transportation to reduce vehicle miles travelled.

Bicycle Facilities

- » §253-31 (Restriction of Bikes/Skateboards at public events) – Update to provide designated bike storage areas at events?
- » Enforcing PA Title 75 - §3508 – No bikes on sidewalks in business districts?

Sidewalk Facilities

- » §257-32.D (SALDO – Sidewalks) – Update minimum width to 5'.
- » §253-22 (Sidewalk Construction Standards) – Update to current standards (stone base, minimum width, etc.).
- » §257-32.D (SALDO – Sidewalks) – §D.6 & §D.9 specs are different from §253-22.



Examples from PennDOT Publication 111, Traffic Control – Pavement Markings and Signing Standards.

COST ESTIMATES

The Consultant Team assembled a cost estimate range for recommended improvements based upon PennDOT's Traffic Calming Handbook (Pub. 383) and FHWA resources. Due to the unique nature of each project/location, a detailed cost estimate should be prepared in advance of applying to grant funding opportunities in consultation with the Borough Engineer.

Implementation costs can also be reduced if the improvement can be installed using Borough Public Works and/or by coordinating with other scheduled improvements such as road resurfacing or utility work.

Traffic Calming Device	PennDOT Pub 383 Estimate	FHWA Estimate
Chicane	\$6,000-14,000 depending on size	\$8,000-25,000 depending on size
Traffic Circle	\$3,000-20,000+ depending on complexity	\$10,000-25,000 depending on size and complexity
Pinchpoint	Not in handbook	\$10,000-25,000 depending on size
Corner Extension	\$7,000-10,000	\$8,000-12,000
Raised Intersection	\$15,000-60,000 depending on size complexity	\$15,000-60,000 depending on size and complexity
Raised Crosswalk	\$2,000-10,000	\$4,000-8,000
Speed Hump	\$1,500-3,000	\$2,000-4,000
Speed Cushion	Not Provided	\$2,500-6,000
Street Trees	Not Provided	\$1,000 - \$3,000

IMPLEMENTATION AND FUNDING OPPORTUNITIES

The following is a list of the most-popular funding sources for planning and developing traffic calming in the Delaware Valley.

Multimodal Transportation Fund (PennDOT)

Primary Purpose: bike, pedestrian, transit, aviation, port, freight improvements

Amount: \$100,000 - \$3,000,000; 30% match

Application Window: December – March (approximate; varies)

More Information: *Multimodal Transportation Fund*

Pennsylvania DCNR Community Conservation Partnerships Program (C2P2)

Primary Purpose: public parks, trails, & preserves

Amount: Up to \$500,000, 50% match

Application Window: April

More Information: *Community Conservation Partnerships Program Grants*

Congestion Mitigation and Air Quality Program (administered through DVRPC)

Primary Purpose: air quality improvements and traffic congestion reduction

Amount: \$250,000 minimum for construction; 20% match

Application Window: biennially (approximate; next expected round in 2019)

More Information: *DVRPC CMAQ Program*

Greenways, Trails and Recreation Program (Act 13)

Primary Purpose: parks, greenways, and trails

Amount: \$250,000 max, 15% match

Application Window: February - May

More Information: *Greenways, Trails and Recreation Program*

PennDOT - Automated Red Light Enforcement (ARLE)

Primary Purpose: signal upgrades

Amount: \$20,000 - \$400,000 (estimate)

Application Window: June

More Information: *Automated Red Light Enforcement Program*

Multimodal Transportation Fund (CFA/DCED)

Primary Purpose: bike, pedestrian, transit, aviation, port, freight improvements

Amount: \$100,000 - \$3,000,000; 30% match

Application Window: March - July

More Information: *Multimodal Transportation Fund*

Transportation Alternatives Set-Aside

Primary Purpose: bike, pedestrian improvements

Amount: \$100,000 - \$1,000,000; 20% match (cover engineering at 100%)

Application Window: biennially (approximate; next expected round in 2019)

More Information: *PennDOT TA Set-Aside*

WalkWorks –Pennsylvania Department of Health

Primary Purpose: development of plans which identify and prioritize projects related to modes of active transportation as well as developing policies such as Complete Streets or Vision Zero that include language in support of environmental changes for enhancing places for physical activity

Amount: \$3,000-\$20,000 (match not required but is encouraged)

Application Window: Annually (typically due in early summer)

More Information: *Funding Opportunity*

Pennsylvania Community Project Grant – American Association of Retired Persons

Primary Purpose: Improve housing, transportation, public space, technology and civic engagement to help communities become more livable for people of all ages

Amount: Varies from several hundred dollars to several thousand dollars depending on the scale of the project

Application Window: Annually, usually due in late spring

More Information: <https://www.aarp.org/livable-communities/community-challenge/info-2020/2020-challenge.html>

Intentionally blank to facilitate double-sided printing



Appendix

If I could calm traffic in Media, I would:

- Make the cars stop at stop signs
- Replace speed limit & entrance

85
WALTHY



Have more cameras for enforcement (rolling through stop signs)



SLOW PEOPLE DOWN...



Moving
Momentum
Moving
Momentum

Make stop signs more visible



- Red light cameras
- Speed bumps
- No horns
- Stop signs



- Offer incentives for vehicles to come on public



Making
Plan to
Media to
slow down
and breathe



- slow down cars
- Enforce stop signs



Paint
the
intersections!



Moving
more "soft"
speed bumps



Install
soft
signs



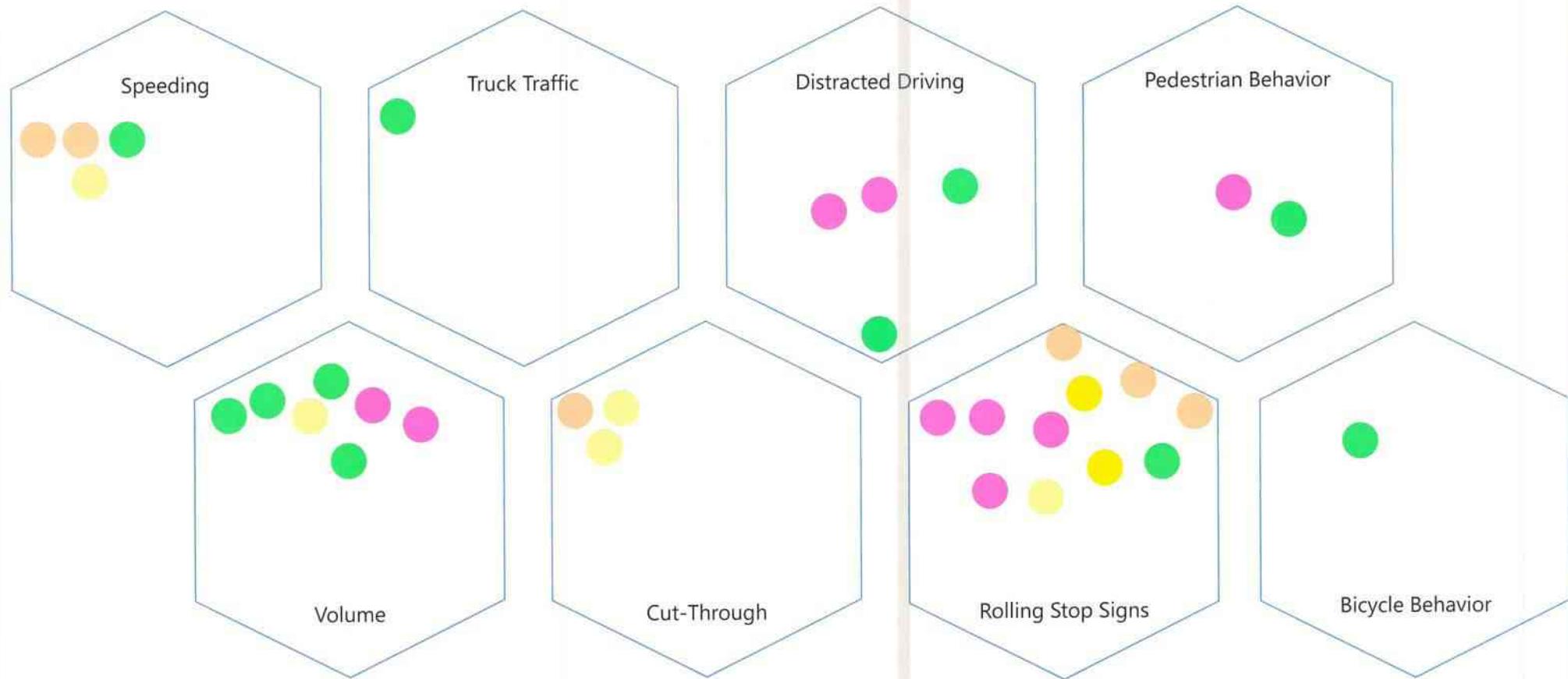
Media Borough Traffic Calming Plan

November 19, 2019 Open House



With funding
assistance from:
dvrpc

The #1 Traffic Problem Borough-Wide is...



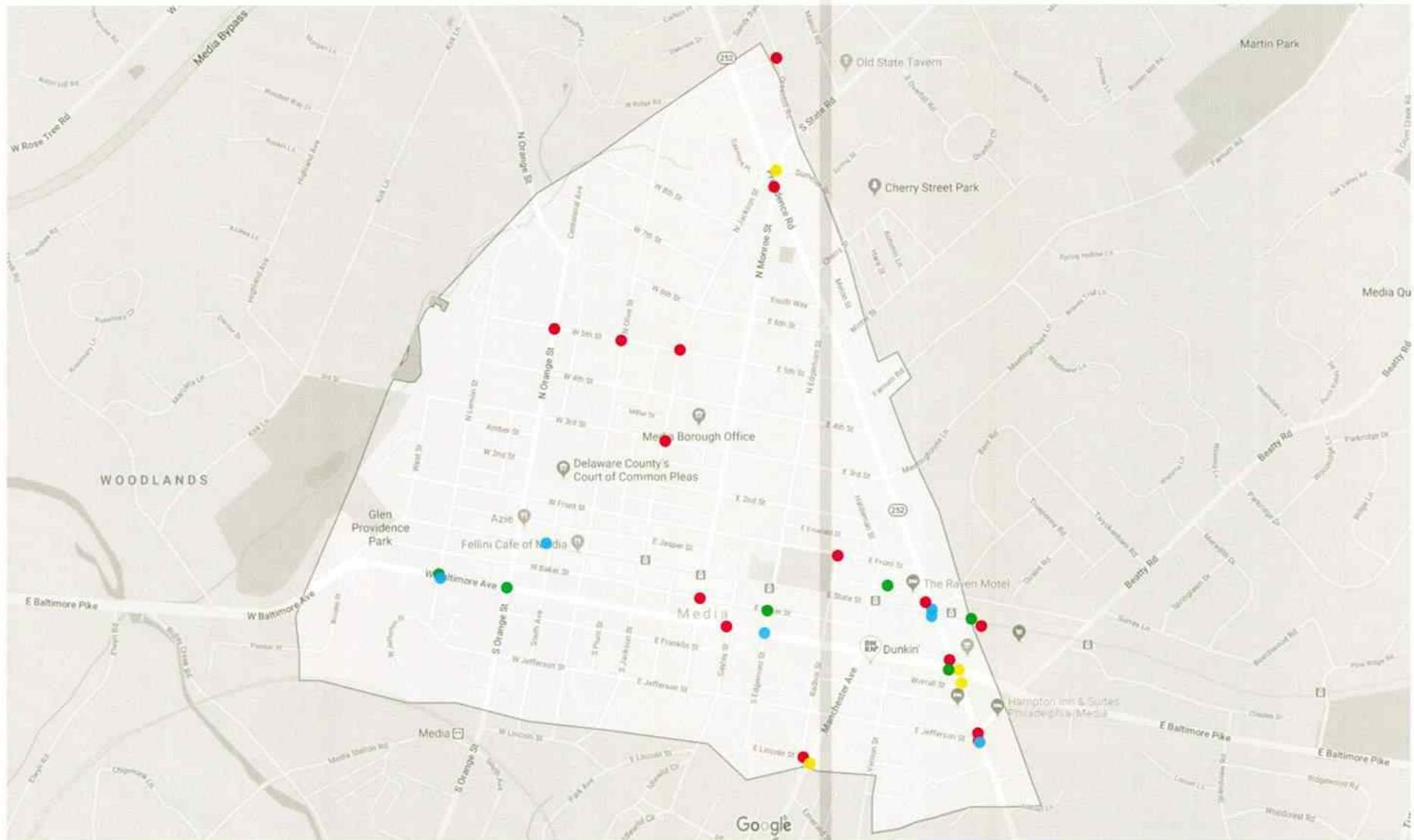
The #1 Traffic Problem on each Focus Road is...



The #1 Traffic Problem on each Focus Road is...



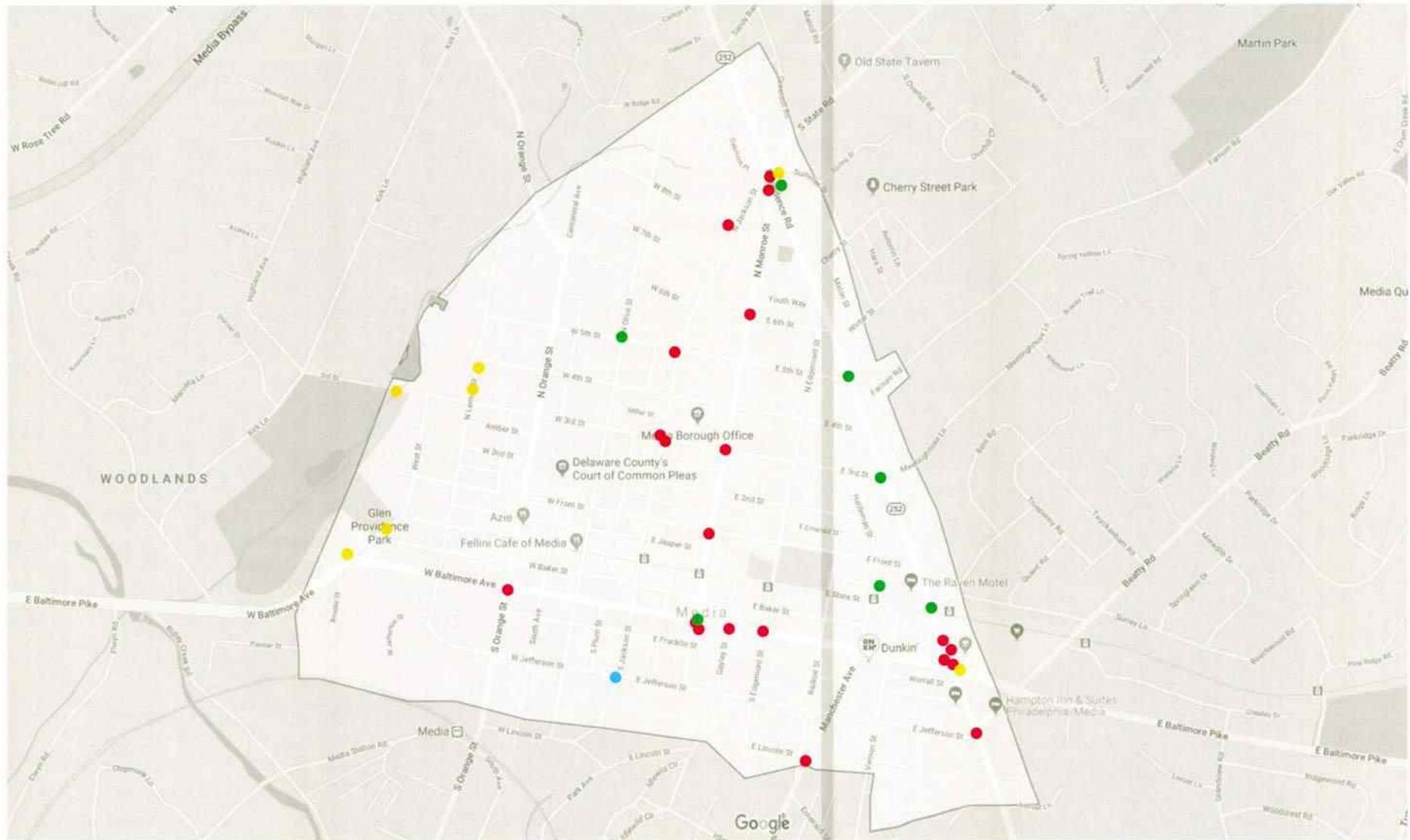
As a DRIVER, the most concerning intersection is...



Media Borough Traffic Calming Plan

November 19, 2019 Open House

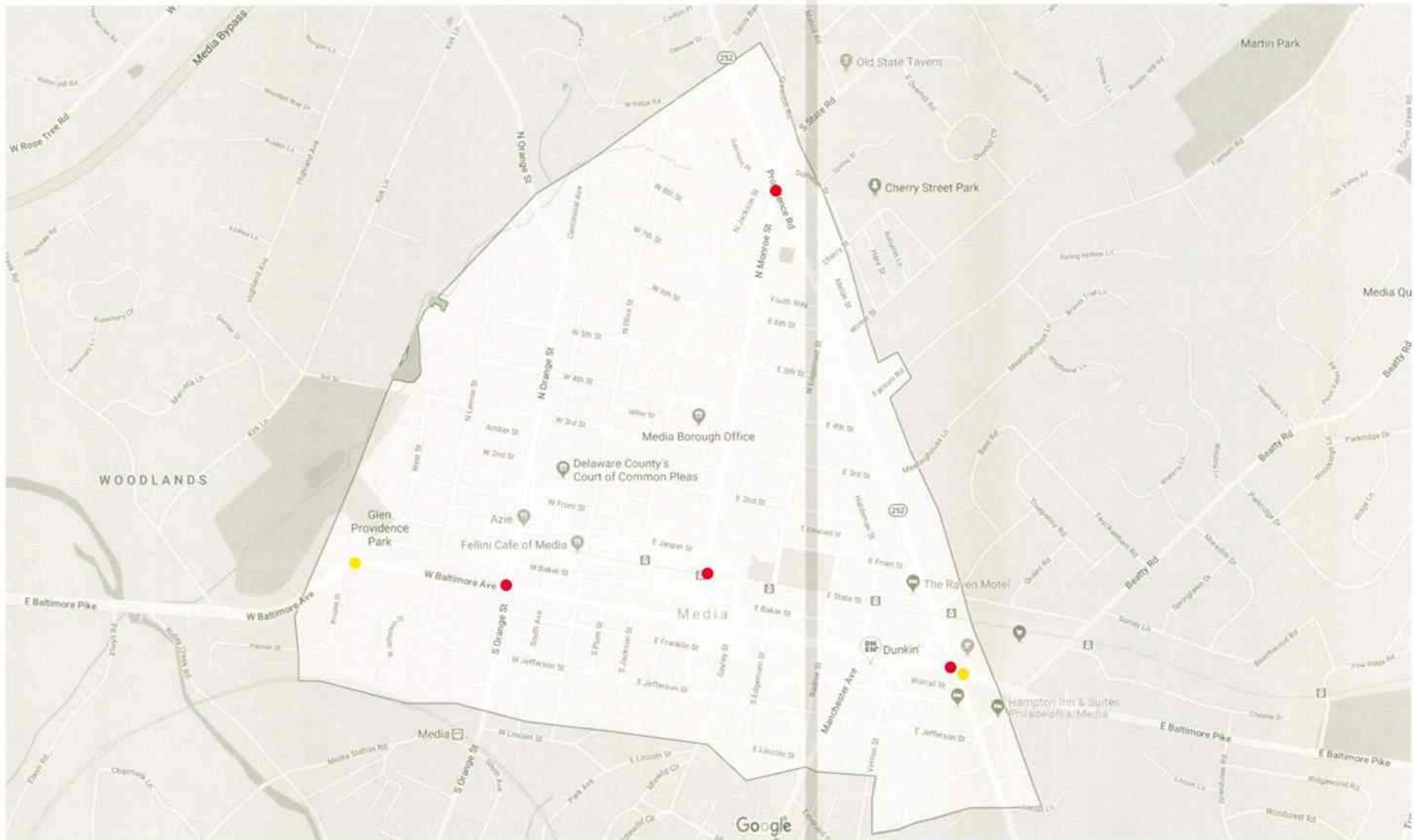
As a WALKER, the most concerning intersection is...



Media Borough Traffic Calming Plan

November 19, 2019 Open House

As a BIKER, the most concerning intersection is...



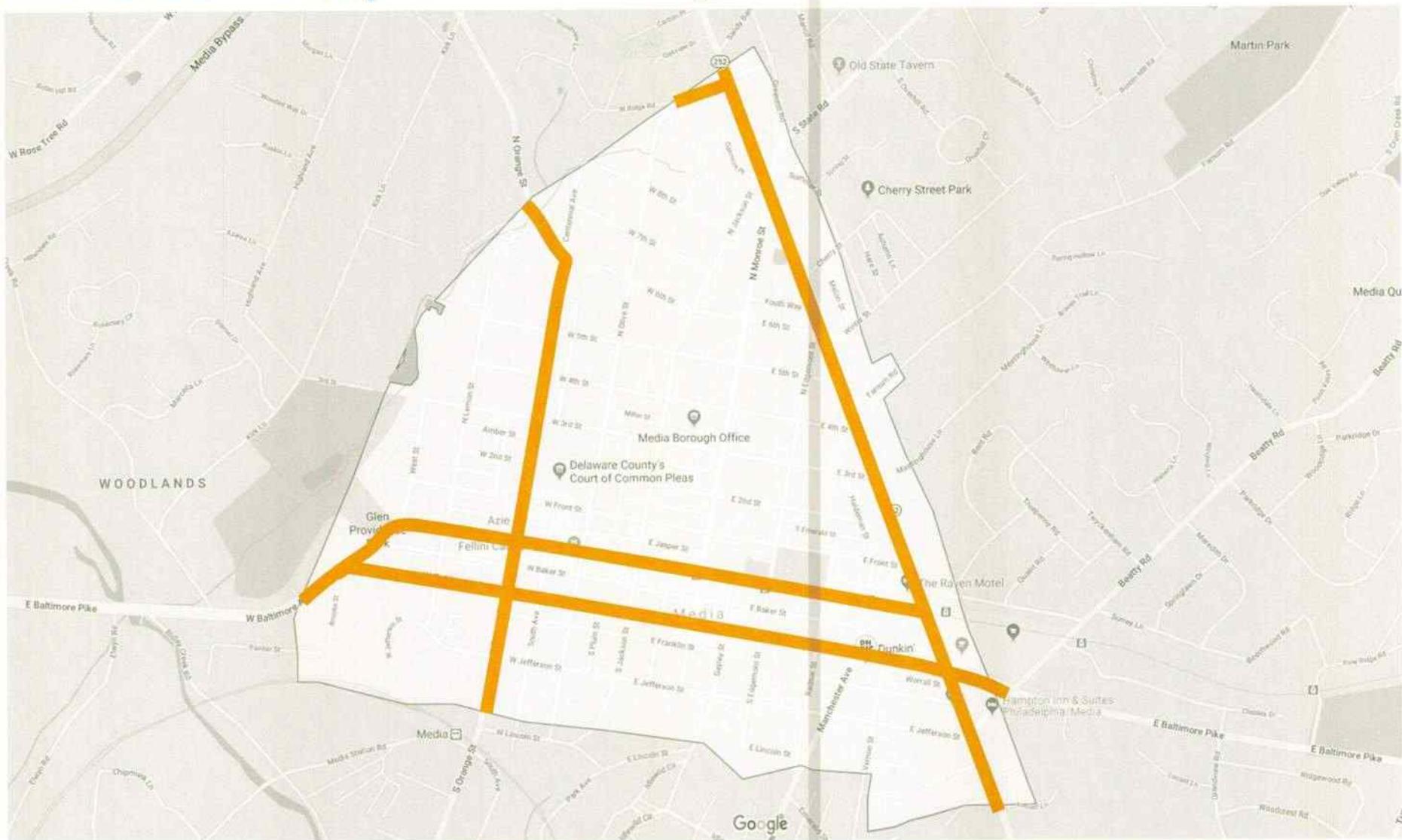
Media Borough Traffic Calming Plan

November 19, 2019 Open House



With funding
assistance from:

Focus Road – Deep Dive Activity



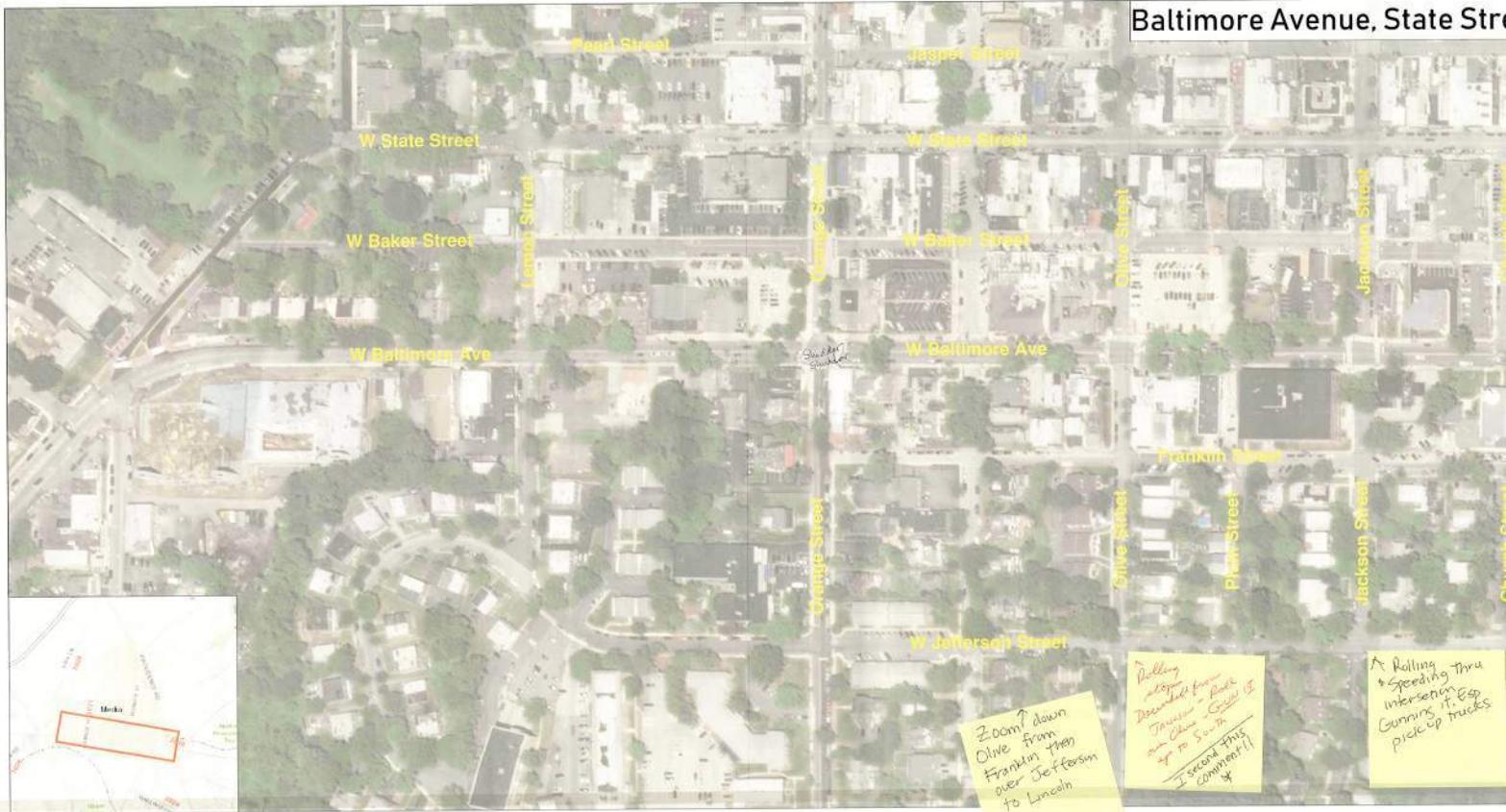
Media Borough Traffic Calming Plan

November 19, 2019 Open House

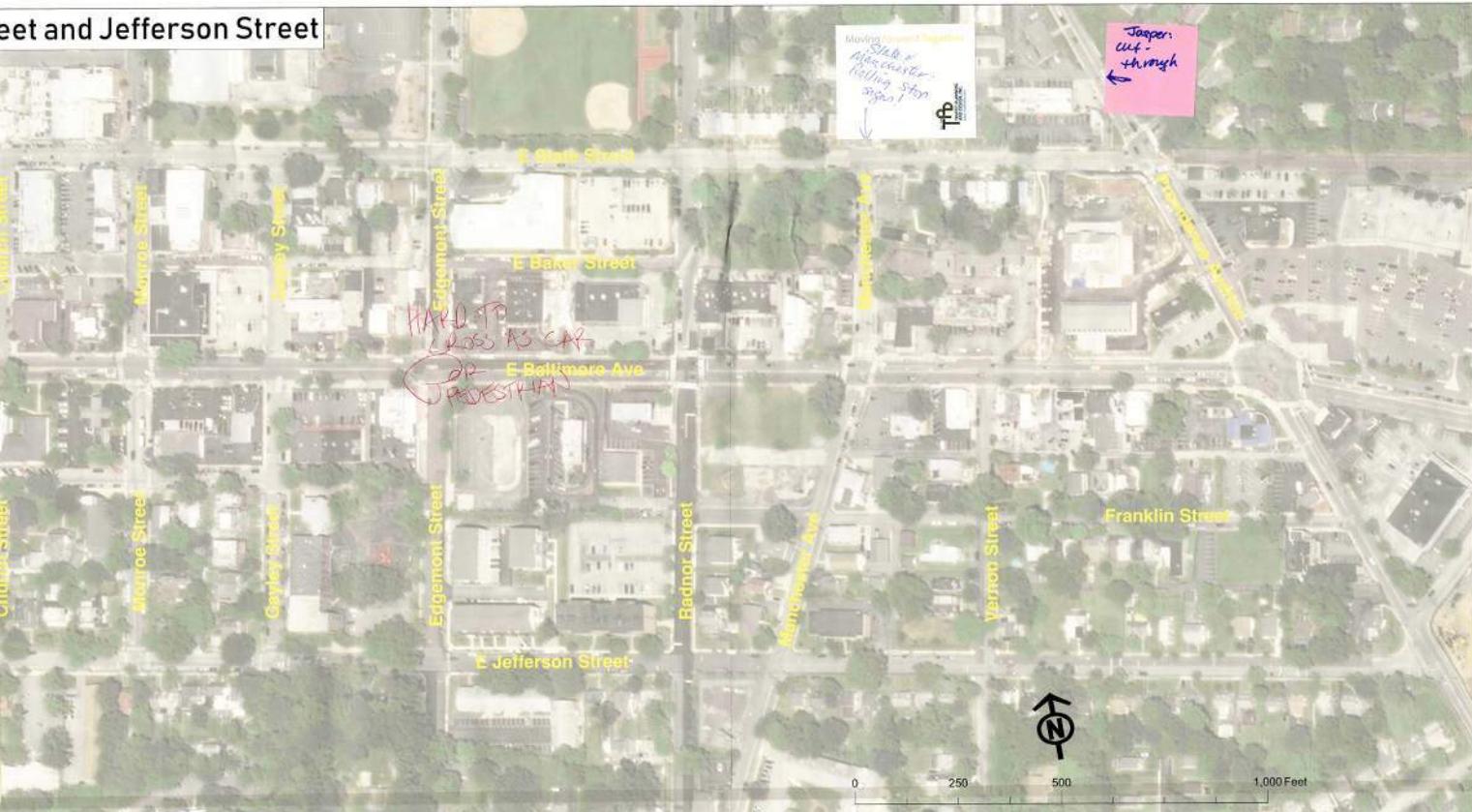


With funding assistance from:
dvpc

Baltimore Avenue, State Street



Street and Jefferson Street



Orange



Street





cross for a mile

Avenue

no
cross

Meetinghouse Lane

Providence Avenue

Why Street

2nd Street

Elmwood St

Front St

Radnor Street

State Street

Broad Street

Market Street

Vernon Street

Morrall Street

Jefferson Street

Franklin Street

Silphome Plaza

Meetinghouse Lane
This is a
cut-through.
fast-speed
truck
driven
erratic

Providence
Avenue

Very difficult
to get out
Problems are
many & serious

0 250 500 1,000 Feet



Traffic Calming Elements

INSTRUCTIONS

Place **GREEN DOTS** near elements you like

Place **YELLOW DOTS** near elements you dislike

Image Sources: NACTO

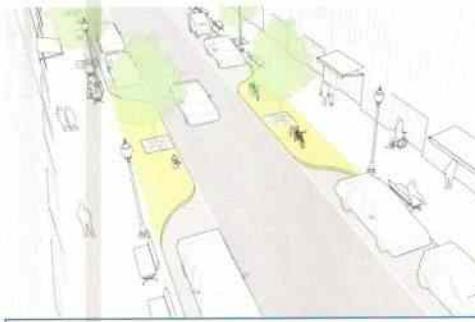
Chicane



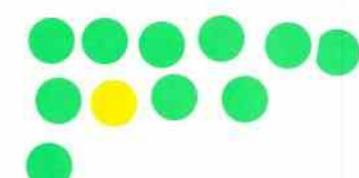
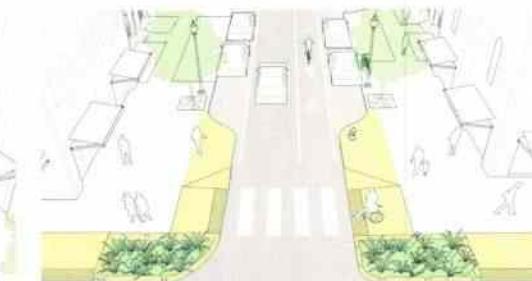
Traffic Circle



Pinchpoint



Corner Extension



Media Borough Traffic Calming Plan

November 19, 2019 Open House



With funding



Traffic Calming Elements

*Tactile + Colorful Intersections
Intersections with Street Mural*

INSTRUCTIONS

Place **GREEN DOTS** near elements you like

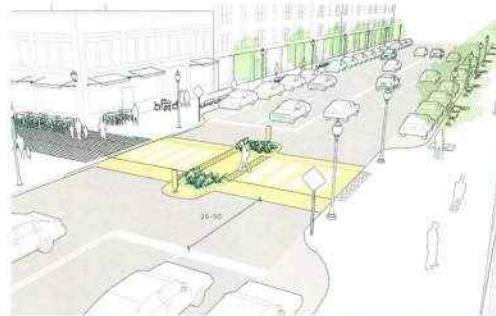
Place **YELLOW DOTS** near elements you dislike

Image Sources: NACTO

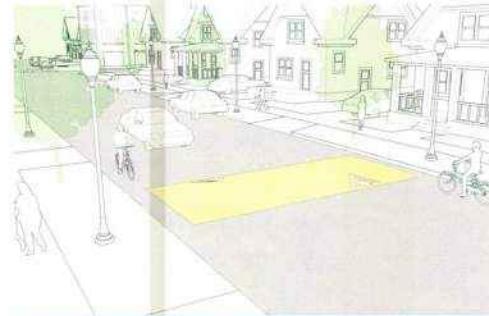
Raised Intersection



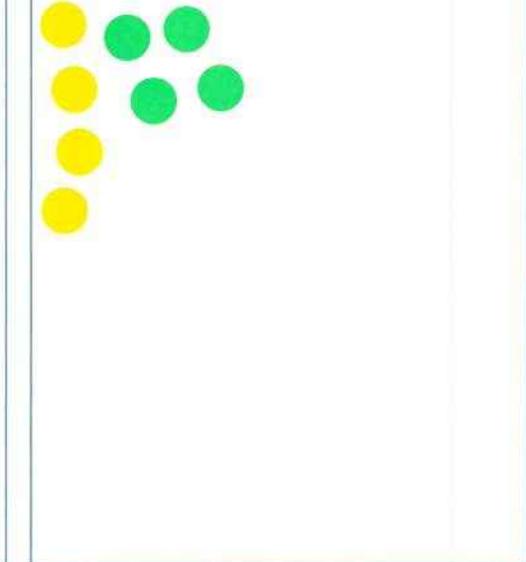
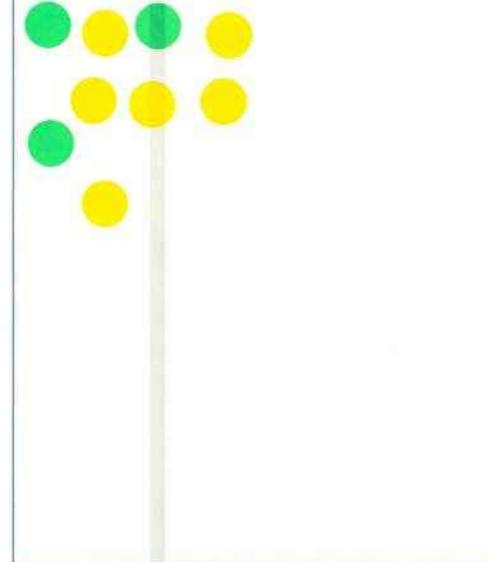
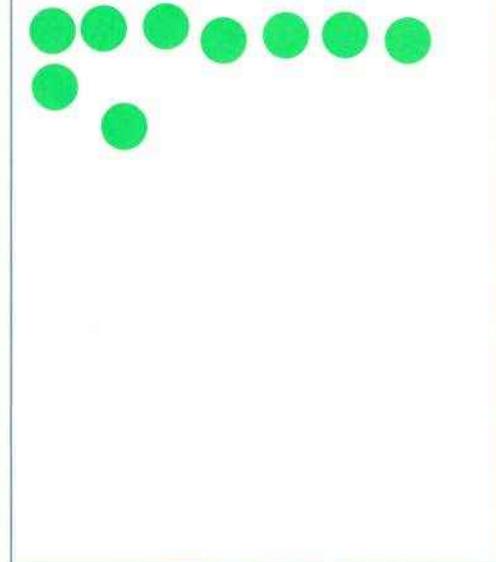
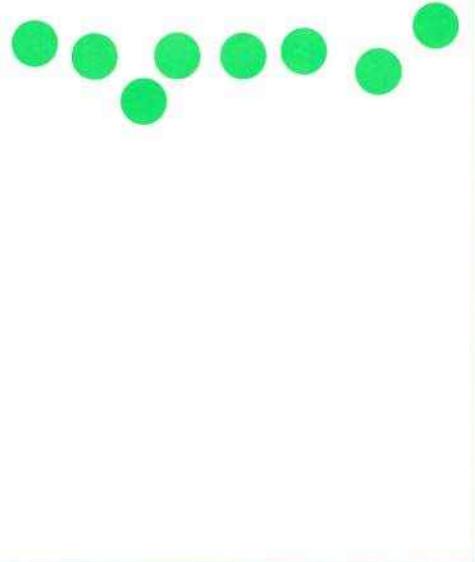
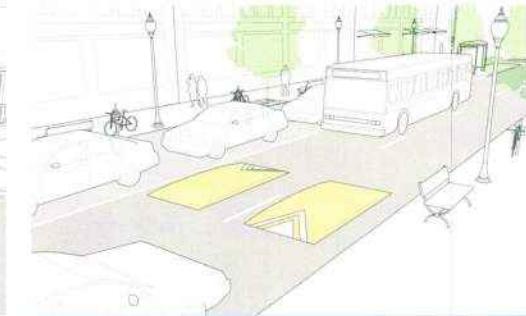
Raised Crosswalk



Speed Hump



Speed Cushion



Media Borough Traffic Calming Plan

November 19, 2019 Open House

Traffic Calming Elements

INSTRUCTIONS

Place **GREEN DOTS** near elements you like

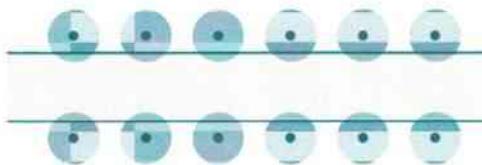
Place **YELLOW DOTS** near elements you dislike

Image Sources: NACTO

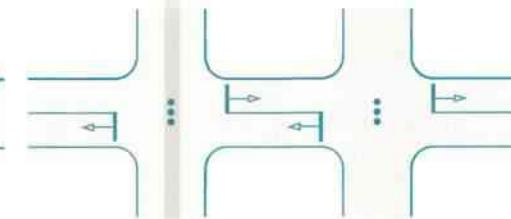
Street Parking



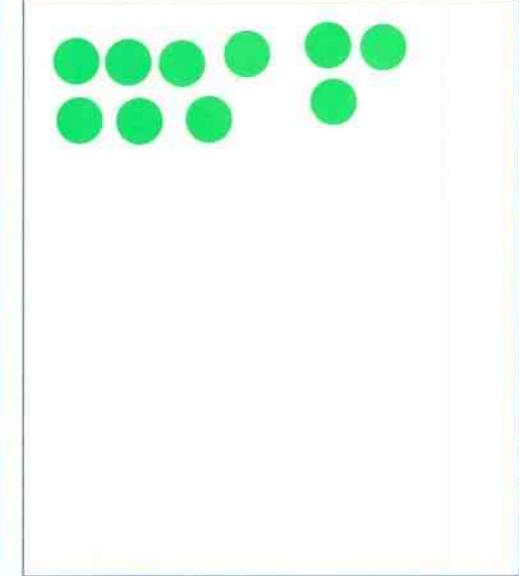
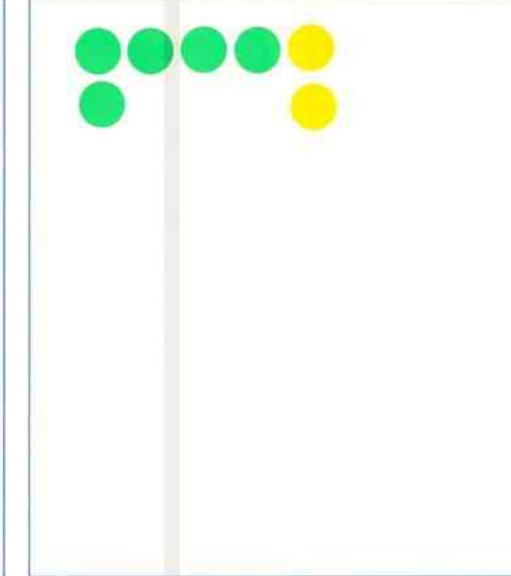
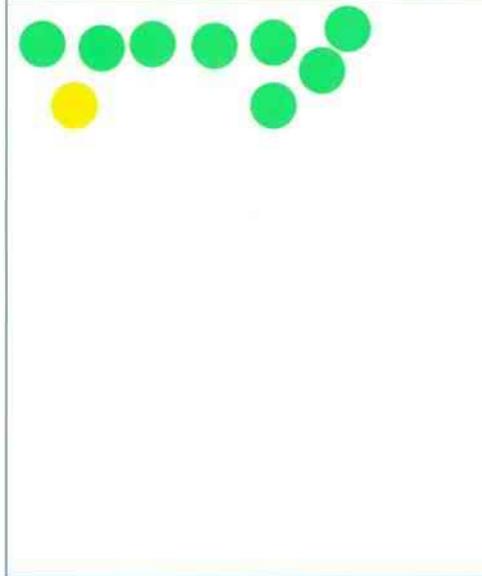
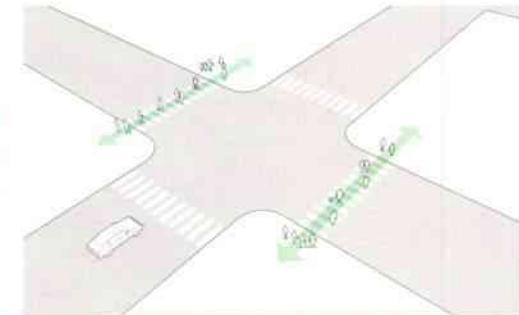
Street Trees



Signal Progression

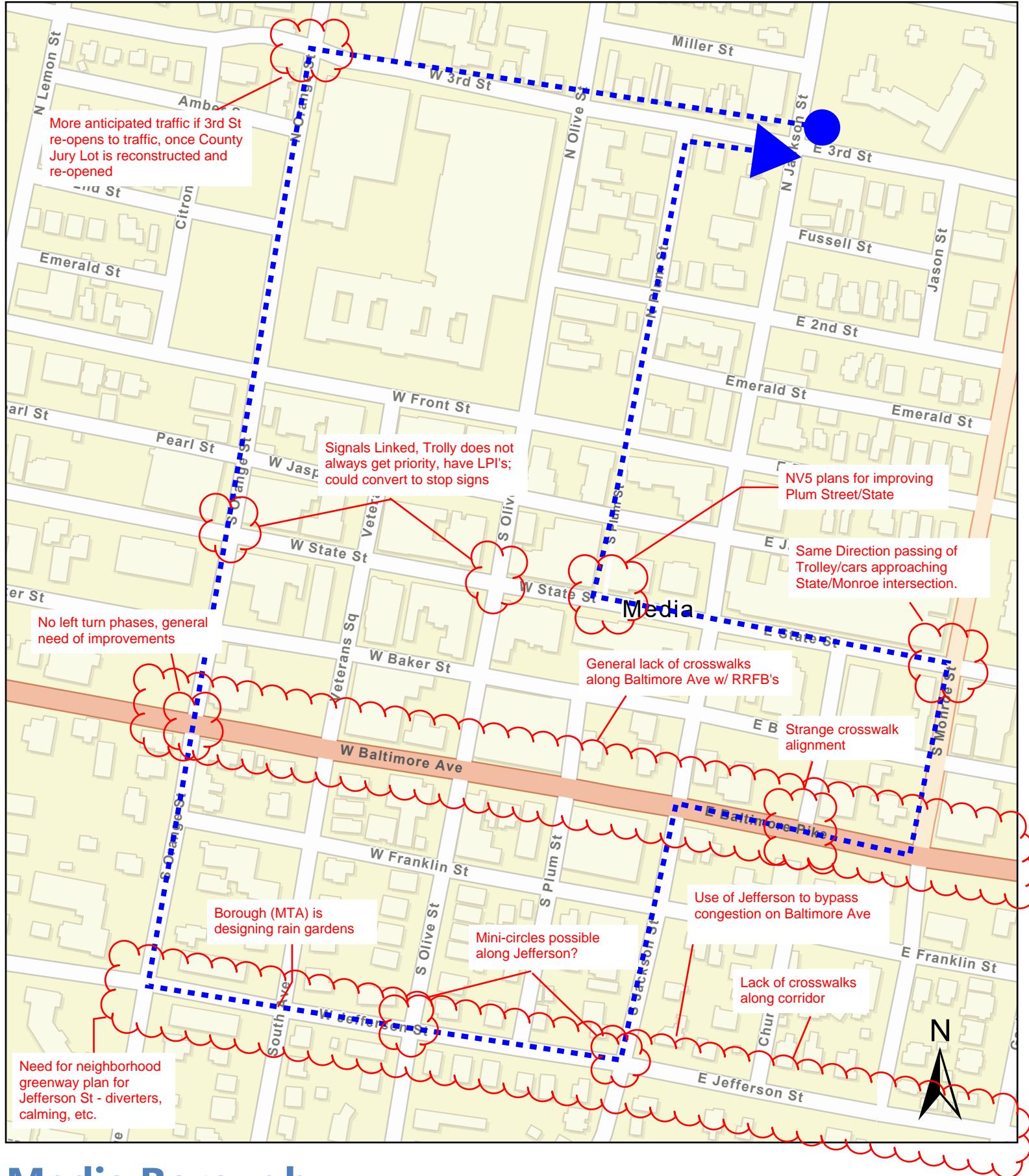


Leading Pedestrian 'Intervals'



Media Borough Traffic Calming Plan

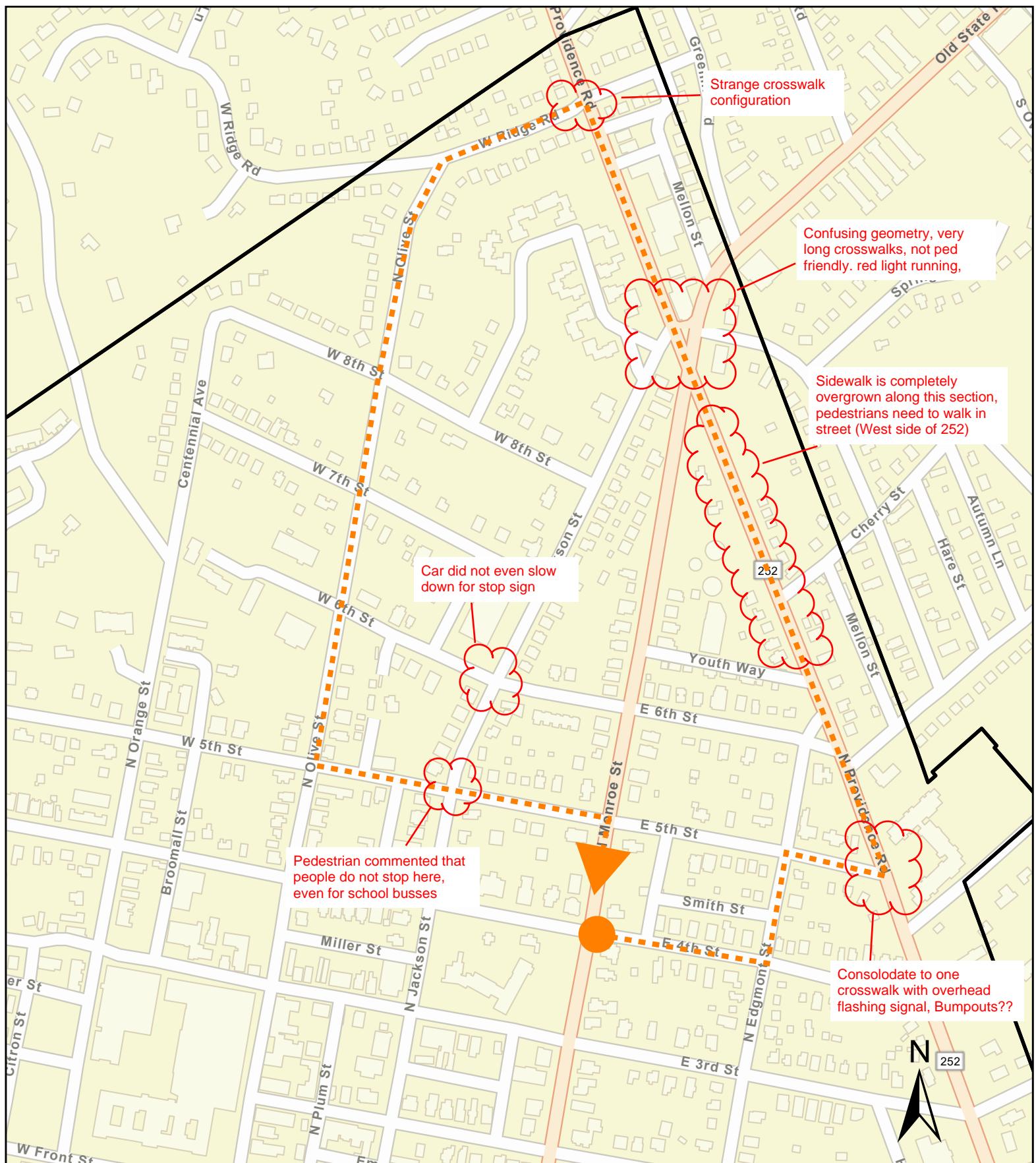
November 19, 2019 Open House



Media Borough

Traffic Calming Study

Walking Group 1

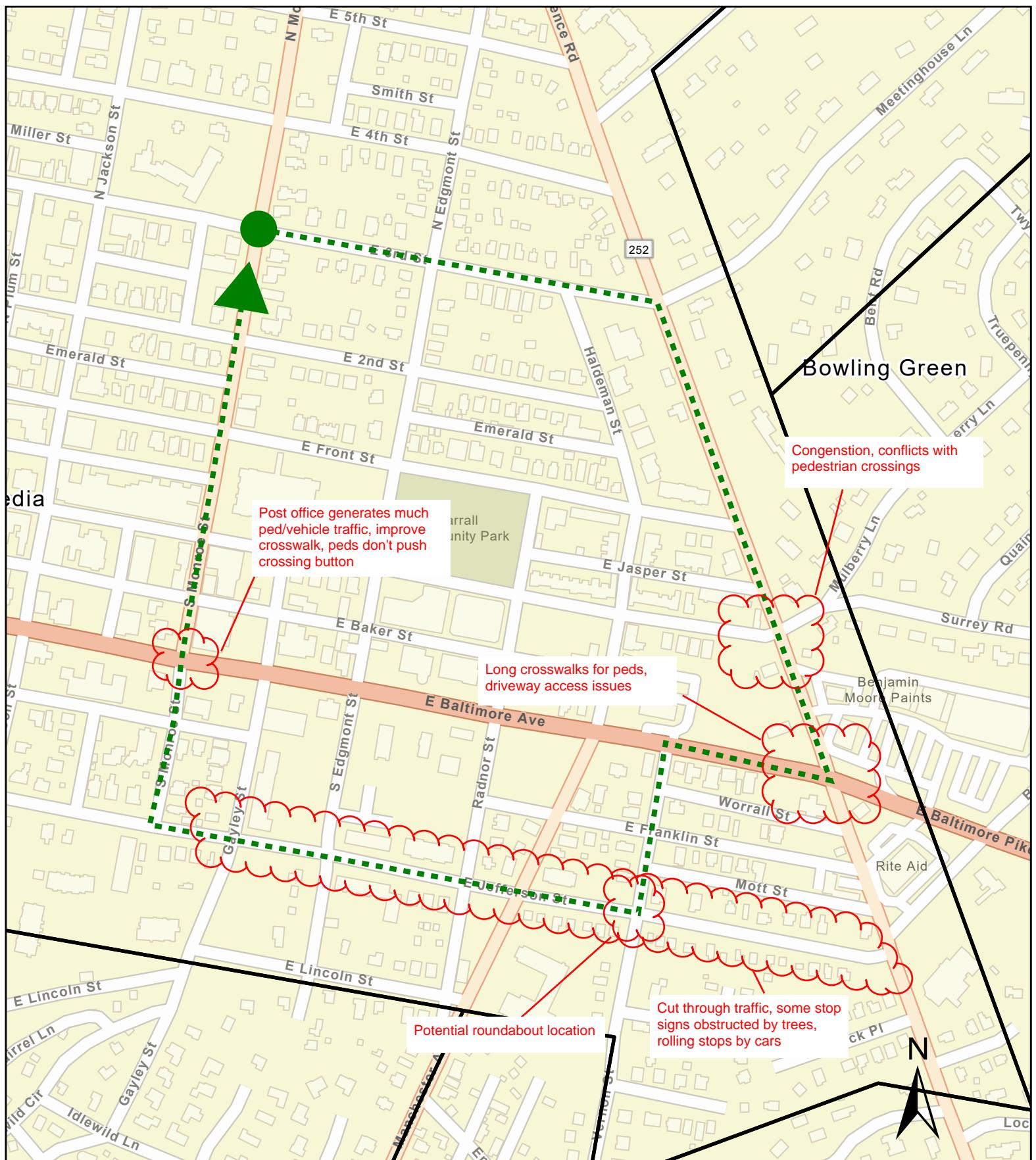


Media Borough

Traffic Calming Study

Walking Group 2

0 0.05 0.1 Miles



Media Borough Traffic Calming Study Walking Group 3

0 0.05 0.1 Miles



Media Borough Traffic Calming Plan

Final Public Meeting

November 18, 2020

Location: Online Virtual Meeting via Webex

Date | Time: November 18, 2020 at 7:00 PM

Topic: Plan Presentation and Public Question / Comment

Group Live Chat Panel from the Virtual Meeting

Meeting Started

from CONF WCO to everyone: 7:07 PM

Hello and welcome to the second public meeting for the Media Borough Traffic Calming Plan! We encourage you to submit questions and comments at anytime during the presentation using the Chat panel. We will also have a live Q&A after the presentation.

from Brittany Forman to everyone: 7:08 PM

Can Randy speak up a little? He sounds far from the mic.

from CONF WCO to everyone: 7:14 PM

Any comments that you would like to offer regarding the Traffic Calming Plan can be emailed to: ktlux@mediaborough.com

from Katey McVerry, E 3rd St. to everyone: 7:21 PM

Tot Lot!!!!

from scott wittman to everyone: 7:21 PM

there are obvious heavy traffic areas in Media which have been pointed out in the plan. hower, it seems to me that our children's safety would be of upmost importance. the corner of Front & Monroe at the Elementary School is one of the most dangerous in Media. Why is this area not being addressed in the plan?

from Kevin Myers to everyone: 7:22 PM

Orange and 5th? Was glowing pretty bright.

from Katey McVerry, E 3rd St. to everyone: 7:24 PM

Did the plan take in consider the NEW tot lot? Its a new population coming into town.

from Dan White to everyone: 7:24 PM

Thanks for walking us through the study. The hottest area at Jefferson & Providence has VERY wide corner to corner crosswalks. Very wide. I know calming the traffic reduces danger, but what would you recommend to reduce the crossing distance?

from Heather Arata to everyone: 7:25 PM

Very specific to myself but are the trees on State Street located at the Plum Street Mall Crossing a done deal or are they negotiable?

from karl to everyone: 7:25 PM

Will the pinch point at 5th and broom all also be a raised speed bump. I live next to that and people constantly speed there as a cut through to orange and providence

from Bryan Enslein to everyone: 7:26 PM

Can you provide a bit more information around why third street was not looked at more carefully? speed studies were done on E. 4th and 5th but not 3rd though it was categorized as a "hot spot"

from Bryan Enslein to everyone: 7:27 PM

specifically between monroe and providence

from Ann Toole to everyone: 7:27 PM

Are you considering the use of natural features such as landscaping, trees etc to calm traffic?

from Jeff Gelman - 140 East Third Street to everyone: 7:29 PM

We appreciate the idea for traffic calming on the intersection by East Third Street, but strongly feel more needs to be more done to slow down speeding cars along Third Street. Thank you.

from Karen Wilwol to everyone: 7:29 PM

Are the potential routes in the Media-Smedley Connector Trail Feasibility Study being considered in this plan?

from Kevin Myers to everyone: 7:30 PM

I think speeding is likely an issue on just about every street... not to discount people's comments, but I would say the same thing for 4th, 5th, Orange, etc, etc, etc.

from Kevin Myers to everyone: 7:32 PM

I once lived near the intersection of Jefferson and Lemon and can attest to the issues there and what is being proposed would certainly help.

from Jeff Gelman - 140 East Third Street to everyone: 7:33 PM

The difference is that Third Street is super narrow, with lots of parked cars on either side. Cars fly down it and either take off mirrors or risk hitting kids and other pedestrians. It's so narrow that two cars can't come through from opposite directions. One has to pull over. It should really be one way.

from Troy Landman to everyone: 7:33 PM

is there any consideration for stricter enforcement of existing signage for traffic laws?

from Adam Richard to everyone: 7:35 PM

I love the idea of right turn only off of Jefferson street onto providince, but I'm wondering why not make Beatty Rd right turn only as well on to Providence?

from Dan White to everyone: 7:35 PM

Plan for 3E is GENIUS!

from Dan White to everyone: 7:36 PM

Agree with Adam on Beatty turns

from Kevin Myers to everyone: 7:37 PM

Agree with Adam. So 3E in the draft effectively permits westbound cut-throughs but cuts down on eastbound cut-throughs. Why not consider no left turn from west bound Beatty Rd onto Providence/252? That would significantly lower cut throughs on Jefferson.

from Walt to everyone: 7:37 PM

The left turn rule will be violated regularly....so what will enforcement be like? Also, people will. Then turn left before Providence Rd and putting traffic on streets to Baltimore Ave, where they will. Have to turn right and add further congregation to Eastbound Baltimore Ave.

from Shelly Hunt to everyone: 7:37 PM

2 major issues with this intersection are the right-turn only lane from Baltimore to Providence. Gets held up with all the people wanting to stay on Baltimore pike. Also, the entrance to the shopping center from providence road - this jams everything

from MB to everyone: 7:38 PM

Traffic turning right off Bmore Pike on to Providence Road needs to be brought to a complete stop for pedestrians. No right on red, full stop.

from Katey McVerry, E 3rd St. to everyone: 7:40 PM
People drive on fourth to get to borough hall- not third

from Shelly Hunt to everyone: 7:40 PM
the intersection murals should be considered in lots of intersections. multiple benefits

from Scott Wittman to everyone: 7:40 PM
street murals on third are a great idea

from Katey McVerry, E 3rd St. to everyone: 7:41 PM
Would it cause young children to run towards the murals???

from Walt to everyone: 7:41 PM
Murals are a good idea as long as they aren't political

from Kevin Myers to everyone: 7:41 PM
I have a question about the Thermoplastic application at 2C and 4A (and other places) - haven't seen a lot of that application around... yet. Wondering about the durability / cost of it as opposed to striping / painting. Also... can the Thermoplastic be textured...sort of like a rumble strip? Particularly at 4A at 5th and Orange I just wonder what if any impact it would make otherwise, without texture, etc. Thanks.

from Jeff Gelman - 140 East Third Street to everyone: 7:42 PM
Can we please make Third Street, between Monroe and Providence Road, also one way? why is it only one way between Monroe and Jackson?

from Paula Voshell to everyone: 7:43 PM
Perhaps artistry (e.g. optical illusions) that give the appearance of speed humps would work to slow down traffic around the elementary school.

from Troy Landman to everyone: 7:49 PM
engineering and education are important components - but additionally, is it unrealistic to enforce existing and future modifications to the point of developing the reputation in the borough that breaking law (stop sign failure to stop, failure to yield to pedestrians, and speeding WILL GET YOU TICKETED?)

from Katey McVerry, E 3rd St. to everyone: 7:49 PM
I agree, Troy. How are we partnering with Marty and the force on ticketing.

from Karl to everyone: 7:50 PM
I agree no one stops at orange and 5th

from Troy Landman to everyone: 7:51 PM
I get that just policing from time to time doesn't necessarily create the permanent shift we're looking for alone, but I rarely see stake outs but I know I do routinely almost get hit by cars walking in the borough

from Troy Landman to everyone: 7:52 PM
just saying would solve two issues - possibly help fund these infrastructure changes, and develop sense of accountability for drivers

from Kevin Myers to everyone: 7:52 PM
Wondering to what extent the Borough is interested and willing to undertake "tactical urbanism" type activities for temporary installation for certain applications to "try it out" to see how it works prior to undertaking more expensive and permanent installation? For example - temporary bump outs using tree planters and mulch bags (that is just an off-the cuff example), etc.??

from Troy Landman to everyone: 7:52 PM
Great idea Kevin!

from Kevin Myers to everyone: 7:52 PM
I'll volunteer.

from Troy Landman to everyone: 7:53 PM
some of the costs of permanent installations would be shame if they did little to affect change - testing would be great

from Katey McVerry, E 3rd St. to everyone: 7:54 PM
Your showing the part of Third Street that is one way.....

from Bryan Enslein to everyone: 7:55 PM
Was it intentional to not include a speed study on third street?

from Shelly Hunt to everyone: 7:57 PM
Jackson is a huge thoroughfare from blue route into town/office buildings on 6/7Jackson and 6/Olive. it is overwhelmed, especially the one way section. it is also a big pedestrian thoroughfare for State Rd area residents to jobs/town. one-way, narrow road. repetitive trash truck cycles every day during rush hour due to the road being the dividing line for trash pick up zone. lots of speeding. perhaps a few adjustments could be made to slow traffic from 8th to 6th (no stop sign at 7th) and reconsider the trash zones so that the dividing line is not a major thoroughfare

from Kevin Myers to everyone: 7:57 PM
Sounds like some additional study or another look at 3rd might be its own thing in the future to take a deeper dive.

from Bryan Enslein to everyone: 7:58 PM
What is the mechanism for recommending those improvements?

from MB to everyone: 7:58 PM
A stop sign at Third and Jackson would be helpful. While I understand that cars aren't approaching Jackson on Third due to the one-way block, pedestrians do cross the street there and cars are not expecting to stop there and don't slow down.

from Katey McVerry, E 3rd St. to everyone: 7:59 PM
Kids that walk to school live in that area. So kids cross that street.

from Bryan Enslein to everyone: 8:00 PM
what is average lifespan of these murals, with the salt application I've seen these deteriorate after a relatively short timespan becoming an eyesore

from Shelly Hunt to everyone: 8:02 PM
a significant mural presence at multiple intersections could create a walking tour/increased interest in the area

from Ann Toole to everyone: 8:05 PM
Is there enough parking and how does that affect traffic calming?

from Karen Taussig-Lux to everyone: 8:06 PM
<https://www.delcopa.gov/planning/currentprojects/MediaSmedleyConnectorTrail.html>

from Shelly Hunt to everyone: 8:07 PM
that is Nether Providence Twp

from MB to everyone: 8:08 PM
Also no crosswalk across Providence?

from Shelly Hunt to everyone: 8:09 PM
Beatty road services lots of residents as the only thoroughfare to get anywhere

from Bryan Enslein to everyone: 8:09 PM
Has the study looked at aligning traffic signals to reduce congestion along Balt Pike and area at large? There is no mention in the study.

from Daniel White to everyone: 8:09 PM
Thank you. Very encouraging plan. Very thorough presentation too. Need to run.

from karl to everyone: 8:11 PM
Could flexible barrier put in at Baltimore to keep people in the turn lane?

from Kevin Myers to everyone: 8:13 PM
Broomall and 5th... is that a pinch point or just a Thermoplastic layed down on the roadway?

from Kevin Myers to everyone: 8:14 PM
Sorry... I meant on Orange north of 5th.

from Karen Taussig-Lux to everyone: 8:14 PM
Pinch point

from Kevin Myers to everyone: 8:14 PM
Yes, agree... bump-outs / pinch point would be great on 5th at Broomall. Thanks..

from Bryan Enslein to everyone: 8:15 PM
How will final decisions be made around which improvements will move forward?

from karl to everyone: 8:15 PM
It would be better to have a speed bump because people constantly speed on that block

from Katey McVerry, E 3rd St. to everyone: 8:15 PM
Could our staff at the Borough also be able to maintain these treatments- or would we have to hire contractors through the life?

from Karen Taussig-Lux to everyone: 8:15 PM
Council prioritization based on plan and public comment.

from Katey McVerry, E 3rd St. to everyone: 8:16 PM
lifecycle*

from MB to everyone: 8:16 PM
Plans for Jefferson look promising. I didn't see anything for Orange and Jefferson. That intersection gets a lot of car traffic, school bus stops, and nursing home visitors.

from JASON MILLER to everyone: 8:18 PM
Does the Borough intend to adopt a traffic calming policy as recommended in the plan on page 30?

from Kevin Myers to everyone: 8:18 PM
Haven't seen it, but can there be a single rumble strip in advance of a painted stop bar at a stop sign?

from Jeff Gelman - 140 East Third Street to everyone: 8:18 PM
Definitely need a stop sign at Third and Jackson. Dangerous for pedestrians who expect cars to stop like they have to for every other intersection.

from Bryan Enslein to everyone: 8:19 PM
HAND RAISE

from Kevin Myers to everyone: 8:21 PM
It might be helpful to do something at - or extending to the curve on Orange Street to the north.... because people fly southbound coming into that curve.

from Shelly Hunt to everyone: 8:21 PM
with 3rd street bridge out, 2 major ways into town for many residents of Middletown and Edgmont - Baltimore pike OR Rose Tree to Orange. Orange is a major route of entry for more local residents.

from Bryan Enslein to everyone: 8:23 PM
sorry- can't figure out how to raise my hand but if possible I would love to raise my hand

from Kevin Myers to everyone: 8:24 PM
I know there was a prior statement about stop signs with respect to though traffic - but my feeling is there basically should be a stop sign at every intersection in the Borough, because basically they are expected, where there isn't one it is actually unusual. For example, I think Borough Council for adding the stop sign at 4th and Orange as it was the only intersection where there was not a stop sign, and not having a stop sign was actually more confusing and caused more issues than having one.

from CONF WCO to everyone: 8:25 PM
I see you Bryan Enslein, I'll get you next after Ann.

from MB to everyone: 8:26 PM

Agreed, Kevin. Every intersection needs a stop sign. People are very confused at South and State about right-of-way and I have seen several problematic navigation attempts with cars, peds at State and South. There isn't that much traffic on South there.

from Katey McVerry, E 3rd St. to everyone: 8:35 PM

4th street- two cars can drive down the street at the same time....

from Shelly Hunt to everyone: 8:35 PM

have you considered blocking access to Jackson from State Rd/5 points intersection? sealing off that little access strip next to bike shop

from JASON MILLER to everyone: 8:37 PM

page 30 and 31

from Kevin Myers to everyone: 8:38 PM

I was going to suggest blocking off Jackson from Providence and providing access to the townhouses by making Jason 2 way north of 8th.

from Karen Taussig-Lux to everyone: 8:40 PM

If you looked at the plan on the borough website prior to today, you should know that an updated version of the plan is now on the website.

from Karen Taussig-Lux to everyone: 8:40 PM

https://www.mediaborough.com/sites/default/files/fileattachments/planning_amp_improvements/page/20341/mediatcplan_sc_draft_2020-11-10.pdf

from Troy Landman to everyone: 8:43 PM

hand raise

from Katey McVerry, E 3rd St. to everyone: 8:48 PM

Should we decrease the speed limit to 15 mph in the borough?

from Katey McVerry, E 3rd St. to everyone: 8:50 PM

Hi Marty!

from Jeff Gelman - 140 East Third Street to everyone: 8:51 PM

can we please look at a stop sign at 3rd and Jackson?

from Bryan Enslein to everyone: 8:51 PM

a "stop for pedestrians" would be great there too!

from Kevin Myers to everyone: 8:53 PM

My understanding is that only State Police have access and/or are permitted to use radar to check and enforce speed, and speeding is difficult to monitor/enforce. But stop signs... seems like that is more easily enforced and monitored. Like everyone I observe a ton of rolling and even people completely blowing stop signs. Again, understand the police have a lot to handle. But occasional enforcement maybe at specific / targeted bad intersections would be great.

from Kevin Myers to everyone: 8:57 PM

I have a question... I know we are getting to the end here.. can I speak ?

from Karen Taussig-Lux to everyone: 9:00 PM

NO one stops at 5th & Jackson!

from Kevin Myers to everyone: 9:01 PM

Karen... agree. As you know, I live right in that area... no one stops at 5th and Orange either. Unfortunately this is a wide spread issue....

from Heather Arata to everyone: 9:11 PM

When is there going to be a meeting about this proposal (The Plum Street Mall)?

from Kevin Myers to everyone: 9:11 PM

Great, thanks everyone, Great job! Looking forward to some of these improvements! Need to run.

from Shelly Hunt to everyone: 9:12 PM

WOW! thank you

from Karen Taussig-Lux to everyone: 9:12 PM

Not sure, but there will be. Things will start moving on the project next year.

from Jeff Gelman - 140 East Third Street to everyone: 9:13 PM

Thank you!

from Karen Taussig-Lux to everyone: 9:13 PM

Thank you everyone for your interest in the plan and your participation tonight!

from Troy Landman to everyone: 9:14 PM

Thank you all

from Bryan Enslein to everyone: 9:14 PM

Thanks for putting this together!

from martin wusinich to everyone: 9:14 PM

Good night all, please stay safe

from Troy Landman to everyone: 9:15 PM

you too!

Meeting Ended