

CITY OF PHILADELPHIA

otis

MOVING PHILADELPHIA

GRAYS AVENUE, LINDBERGH BOULEVARD, PASSYUNK/ESSINGTON
PAVING & SAFETY PROJECTS

NEIGHBORHOOD ADVISORY COMMITTEE MEETING

JANUARY 14, 2020



City of
Philadelphia



WHAT IS VISION ZERO?

- A policy that states clearly that traffic deaths are preventable and unacceptable.
- CORE PRINCIPLES:
 - Human life takes priority over mobility;
 - Human error is inevitable and unpredictable;
 - People are inherently vulnerable and speed is a fundamental predictor of crash survival;
 - Safe design behaviors, education, and enforcement are essential contributors to a safe system.

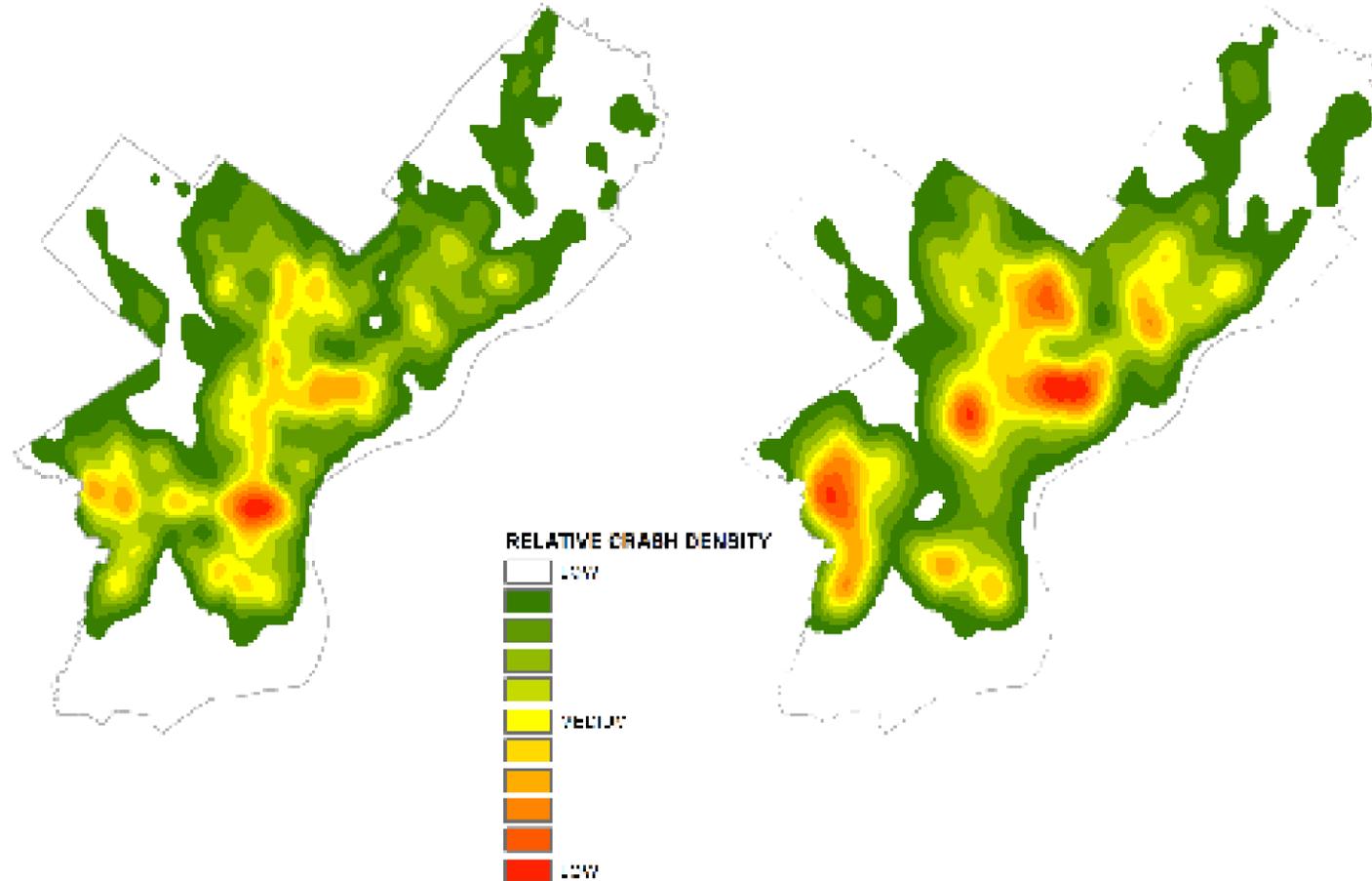




WHY IS VISION ZERO IMPORTANT IN PHILADELPHIA?

- Traffic crashes do not impact Philadelphians the same.

Pedestrian crashes (>18years) Pedestrian crashes (<18years)



WHEN A PERSON IS HIT BY A DRIVER AT...



1 OUT OF **10** DIE



5 OUT OF **10** DIE



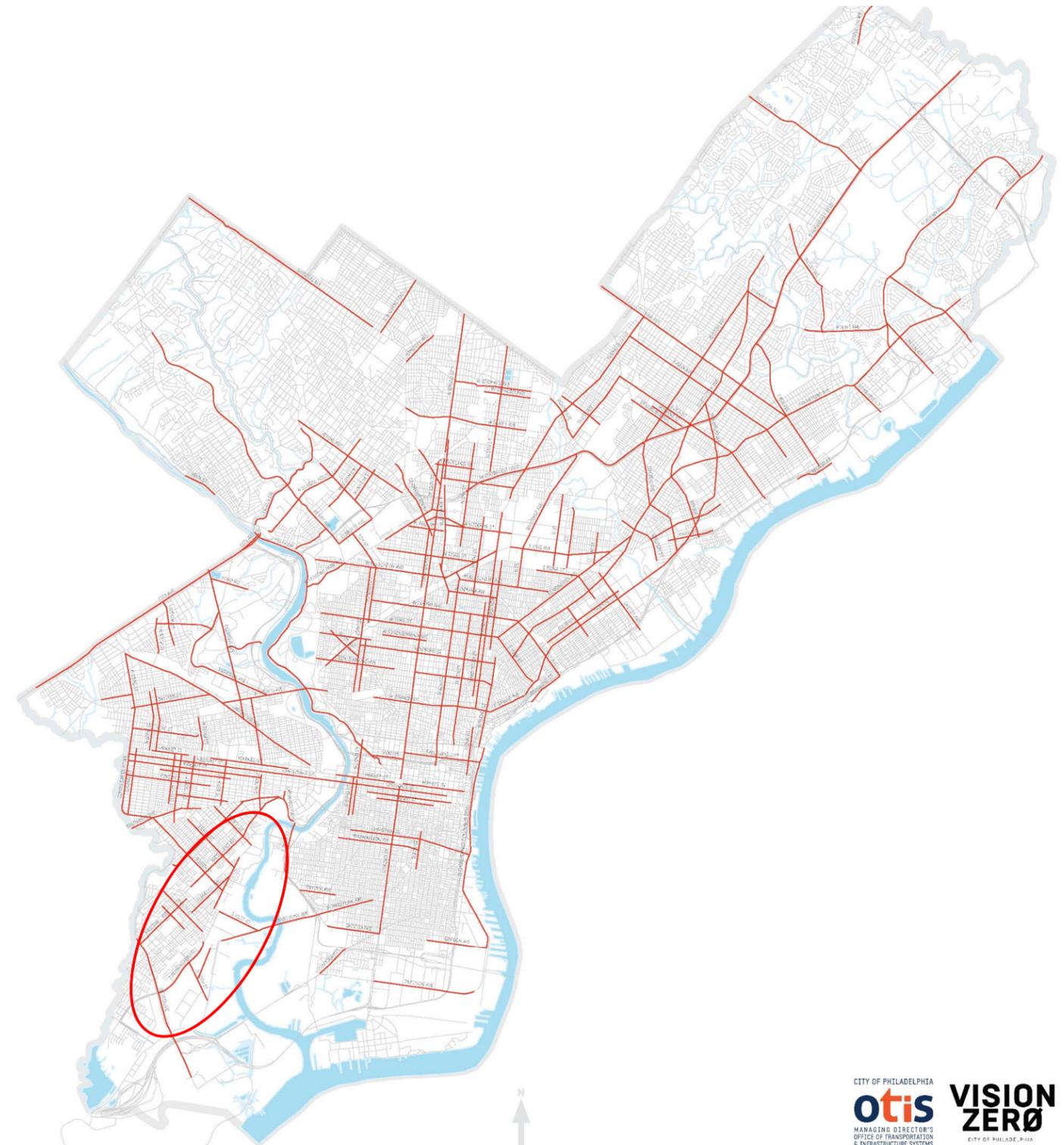
9 OUT OF **10** DIE

Slowing down saves lives.



HIGH INJURY NETWORK

- 50% of Killed/Serious Injury Crashes on 12% of Streets





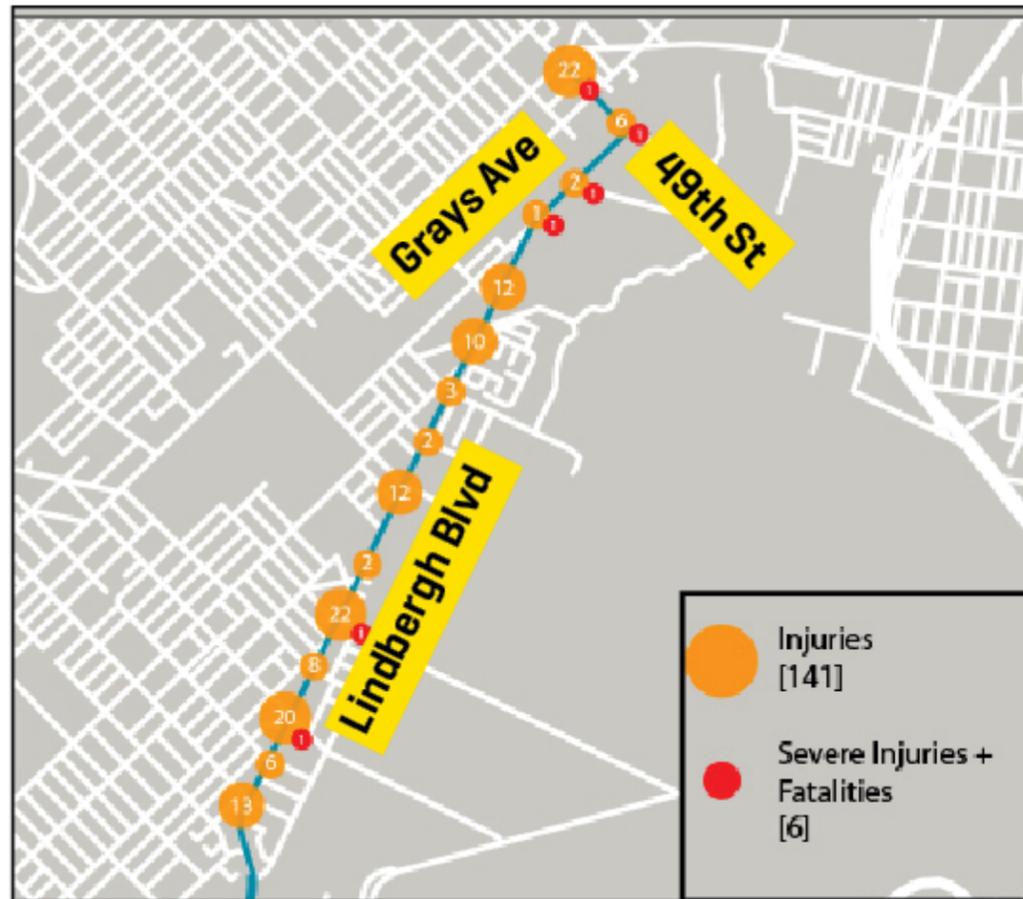
HIGH INJURY NETWORK

- 50% of Killed/Serious Injury Crashes on 12% of Streets
- Many High Injury Network Streets in this area

-  Safety Corridor Focus Area
-  2020 Paving Projects
-  High Injury Network
-  Existing Trail
-  Street Centerline
-  Trolley Tracks
-  School



CORRIDORS A & B: 49TH/GRAYS/LINDBERGH, PASCHALL – 65TH



**CRASHES ON
49/GRAYS/LINDBERGH**

On Grays/Lindbergh between 2014 to 2018, there were **189 reported crashes**.

143 PEOPLE INJURED



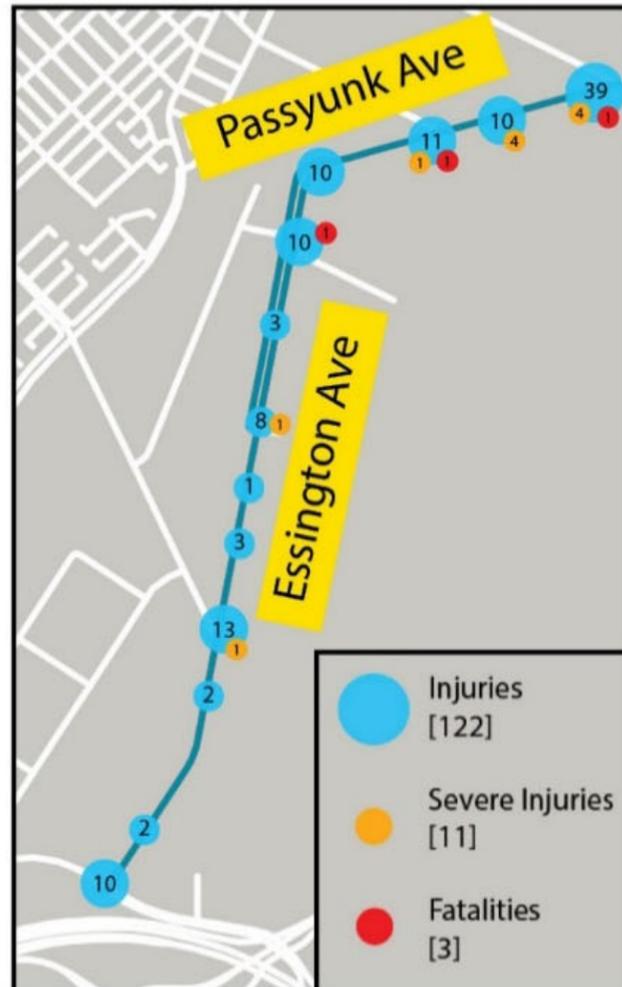
in 189 traffic crashes
on Gray/Lindbergh since
2014.

4 PEOPLE KILLED



in traffic crashes
on Grays/Lindbergh
since 2014.

CORRIDOR C: PASSYUNK/ESSINGTON



CRASHES ON PASSYUNK/ESSINGTON

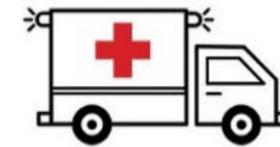
On Passyunk/Essington between 2014 to 2018, there were **179 reported crashes**.

133 PEOPLE INJURED



in traffic crashes
on Passyunk/Essington
since 2014.

3 PEOPLE KILLED



in traffic crashes
on Passyunk/Essington
since 2014.



NEIGHBOR FEEDBACK TO DATE

- Neighbor Observations
 - Drivers go too fast
 - Drivers pass the trolley in the bike and parking lane on Grays
 - Drag racing on Passyunk/Essington
 - Tractor Trailers are stored in the parking lane
 - Parking lane isn't often used

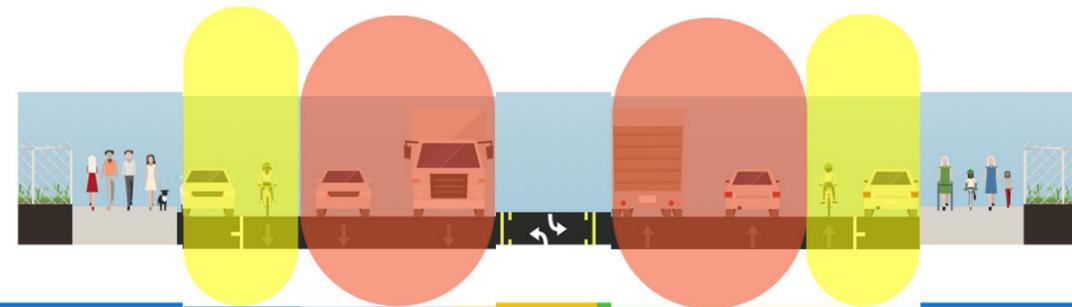
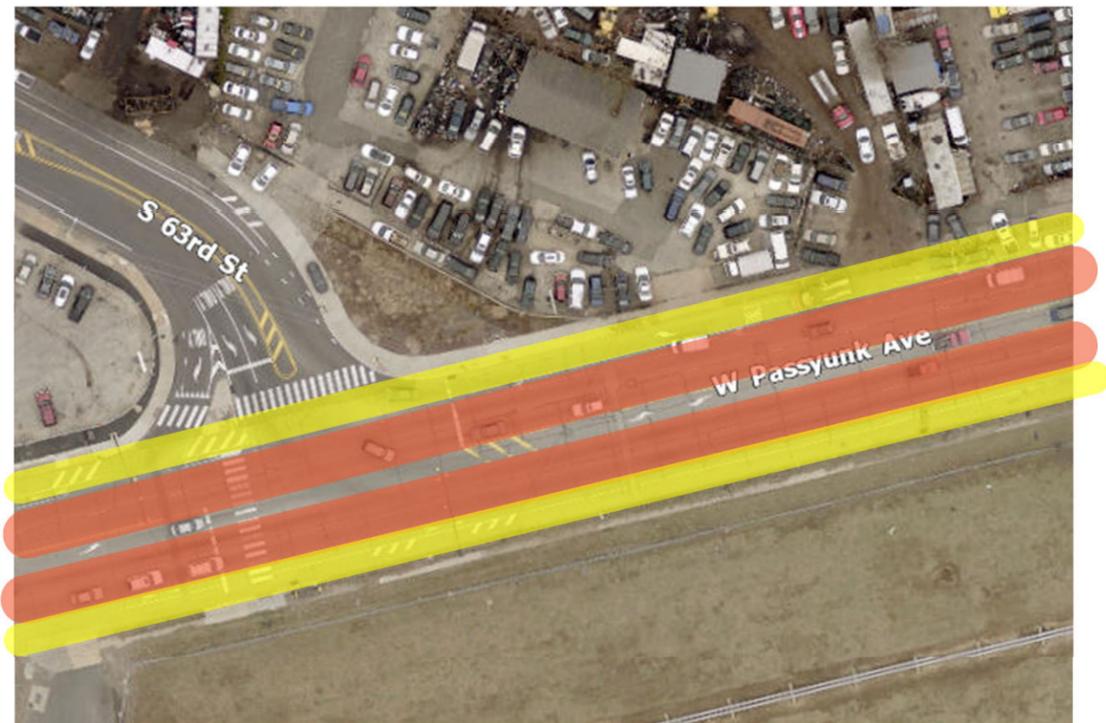
- Common Desires
 - Slow down cars
 - Increase safety for pedestrians and trolley passengers
 - Prevent vehicles passing in bike and parking lanes
 - Discourage storage of trucks and trailers in parking lane
 - Discourage car storage in parking lane at auto businesses





TOOLBOX: PAVING AND MARKINGS

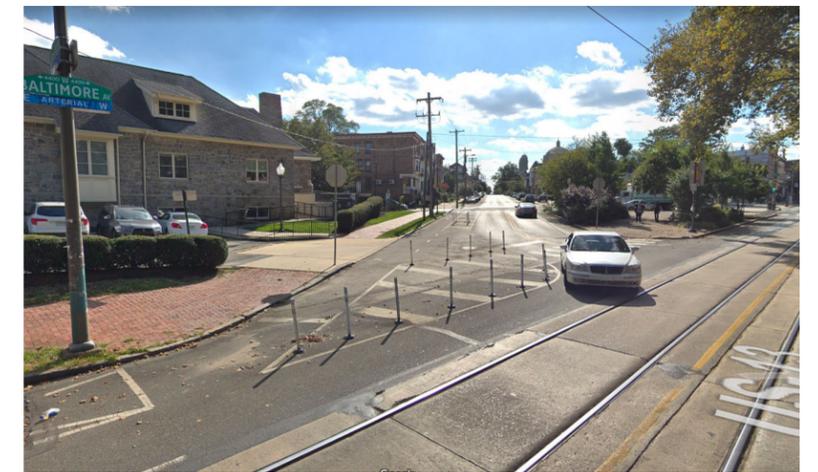
Change the street layout



New lane lines and crosswalks



Painted areas to channelize





TOOLBOX: TRAFFIC CONTROL

Pedestrian crossing signals



Left turn control & vertical posts





TOOLBOX: GREENING WITH NEIGHBORHOOD PARTNERS

Plazas



Planters



Planted medians





TOOLBOX: GREENING WITH NEIGHBORHOOD PARTNERS

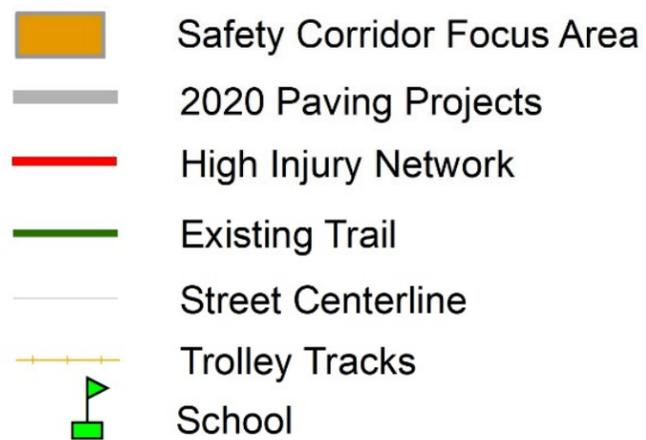
Neighborhood Partnerships





3 PROJECTS TO DISCUSS

- Safety Data & Upcoming Projects:
 - 49/Grays/Lindbergh (Paschall – Elmwood)
 - Lindbergh (58 - 65)
 - Passyunk and Essington (61 – Bartram)

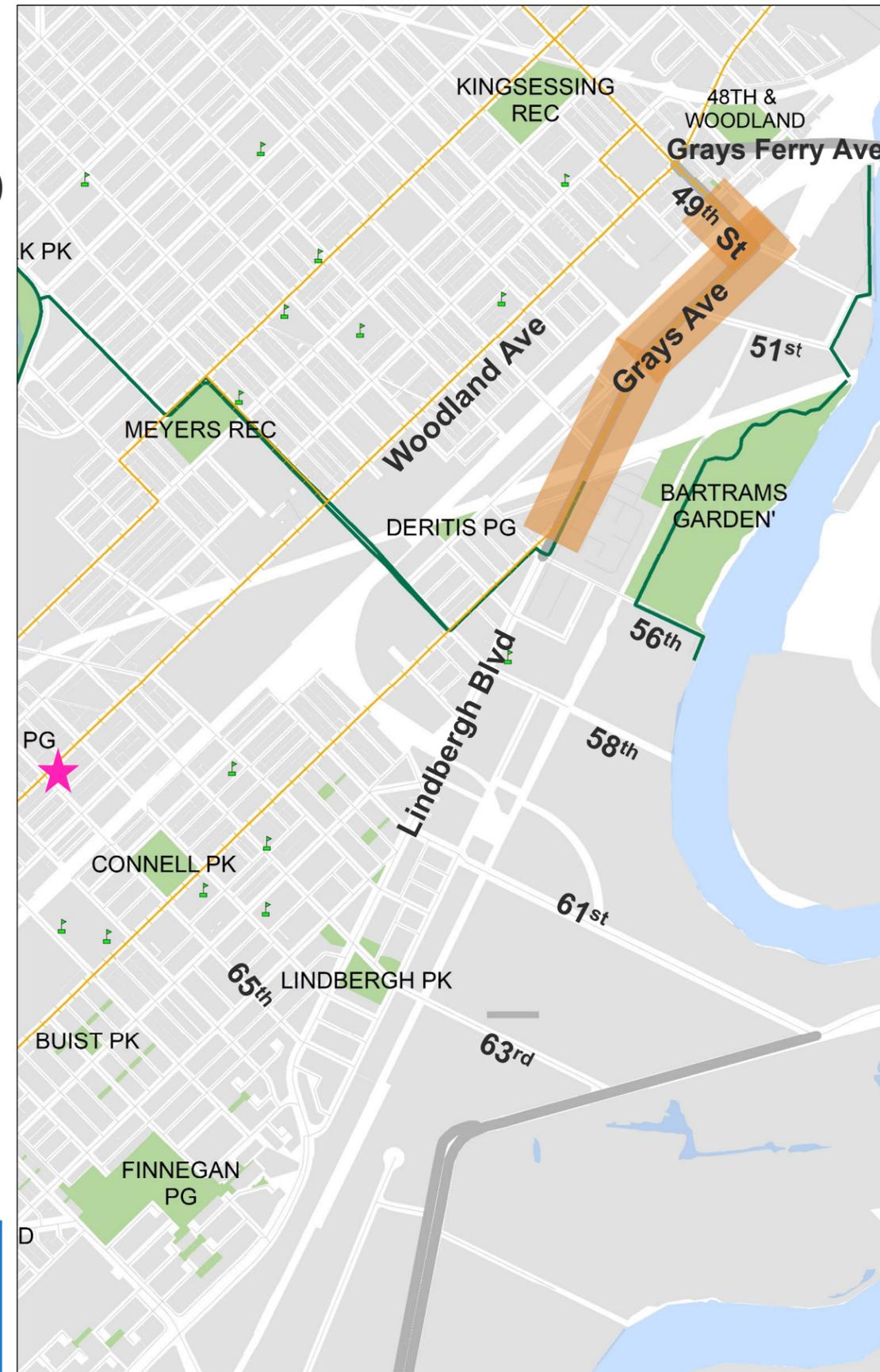
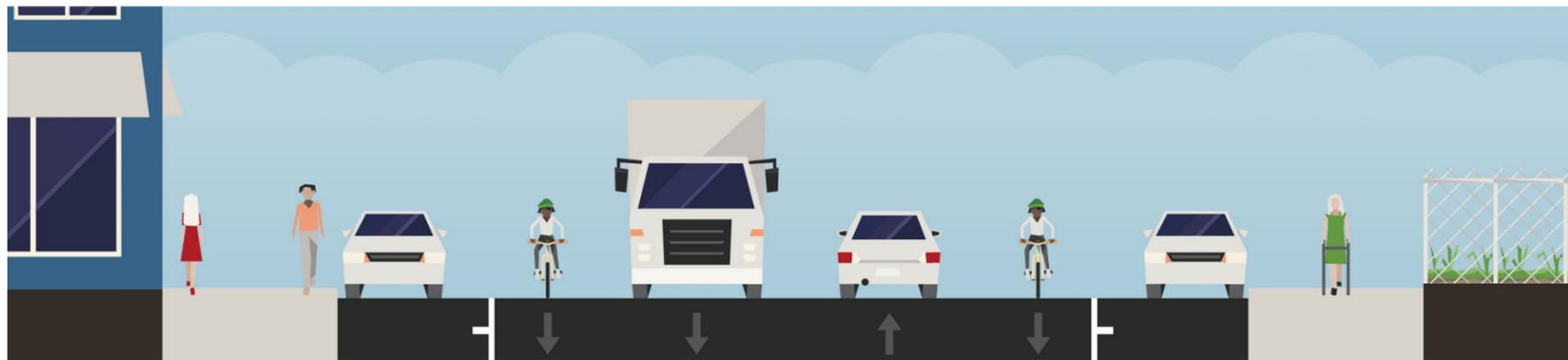
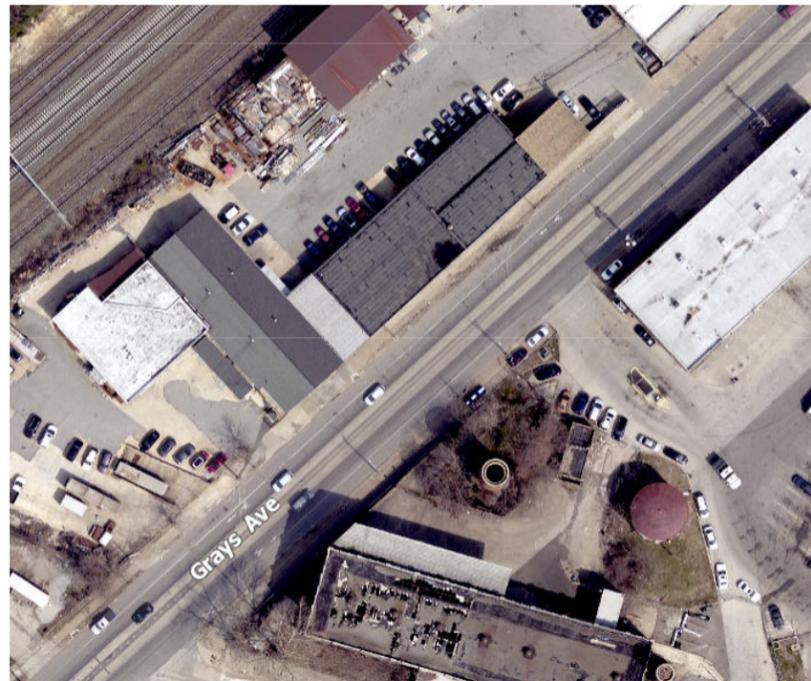




A: 49/GRAYS/LINDBERGH, PASCHALL - ELMWOOD

Existing Conditions

- Trolley tracks in vehicle lane
- Trolley stops in roadway
- Sharp turn at 49th Street
- Parking lane not full



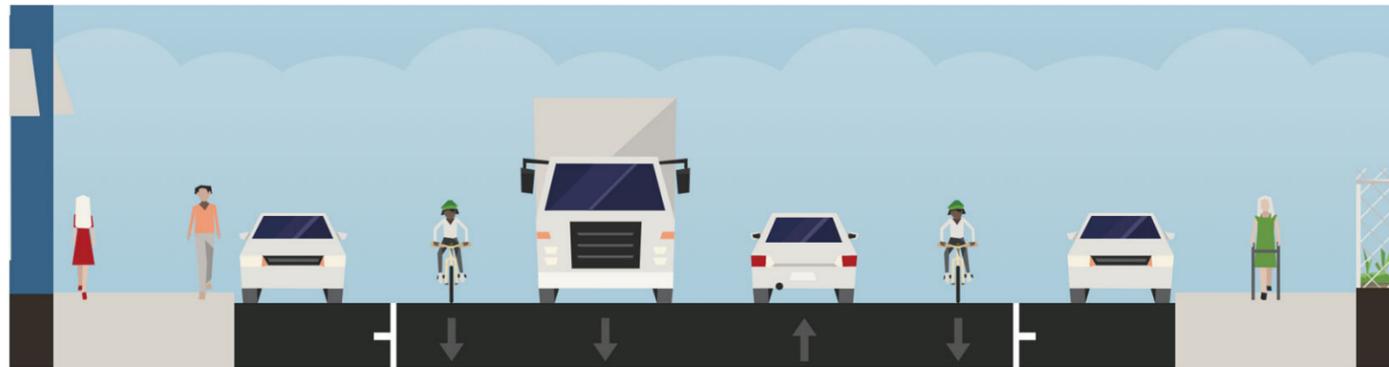


A: 49/GRAYS/LINDBERGH, PASCHALL - ELMWOOD

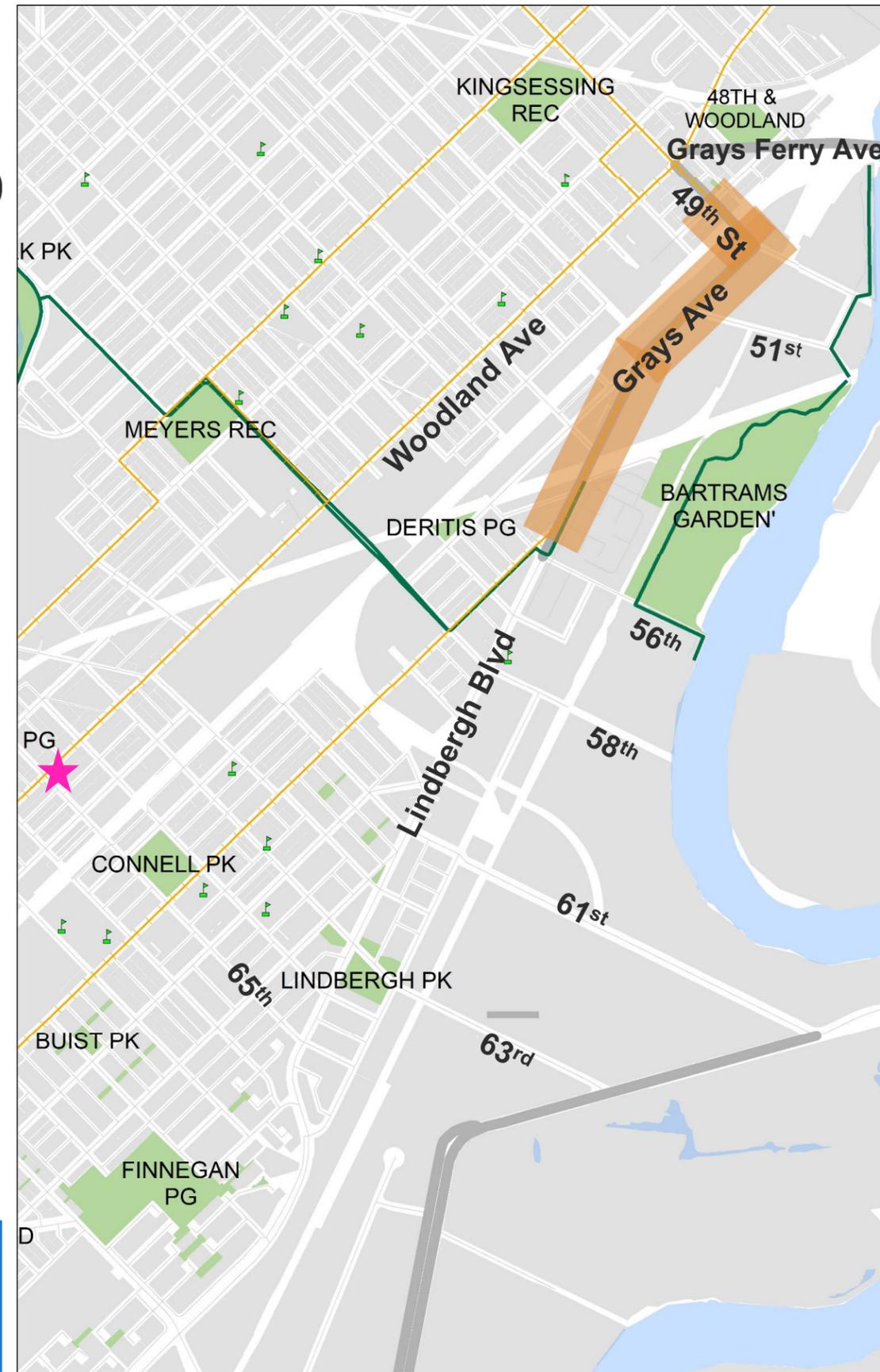
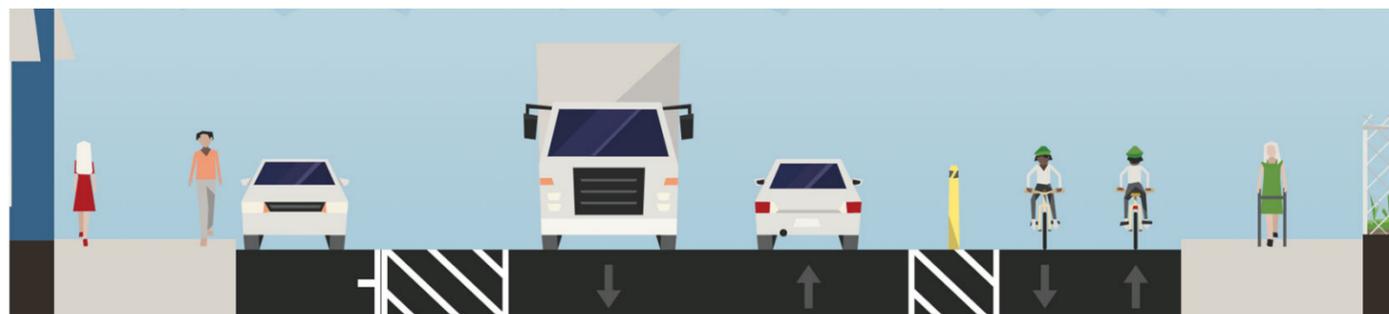
Proposed Conditions

- Add trolley stop and corner safety treatments
- Eliminate E parking lane
- Move both bike lanes to E side of Street

Existing



Proposed





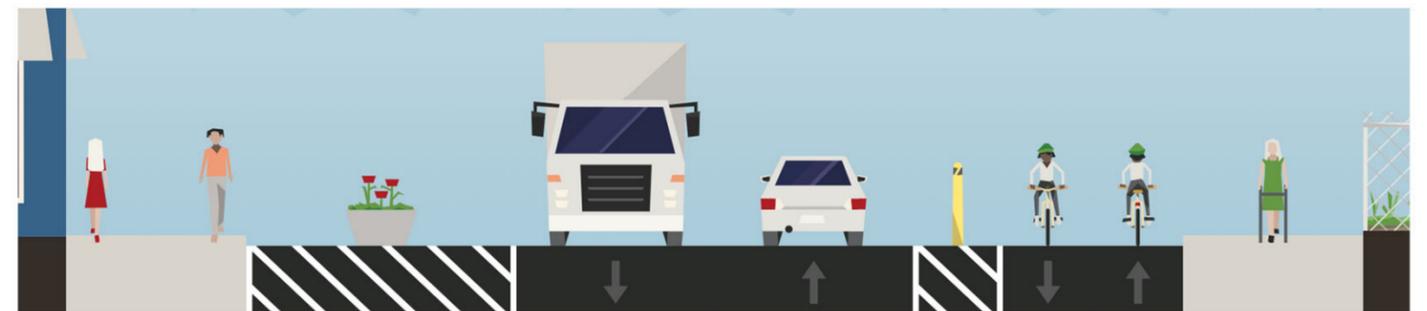
A: 49/GRAYS/LINDBERGH, PASCHALL - ELMWOOD

■ Proposed Conditions



At W Side Trolley Stop,
51st Street

Proposed





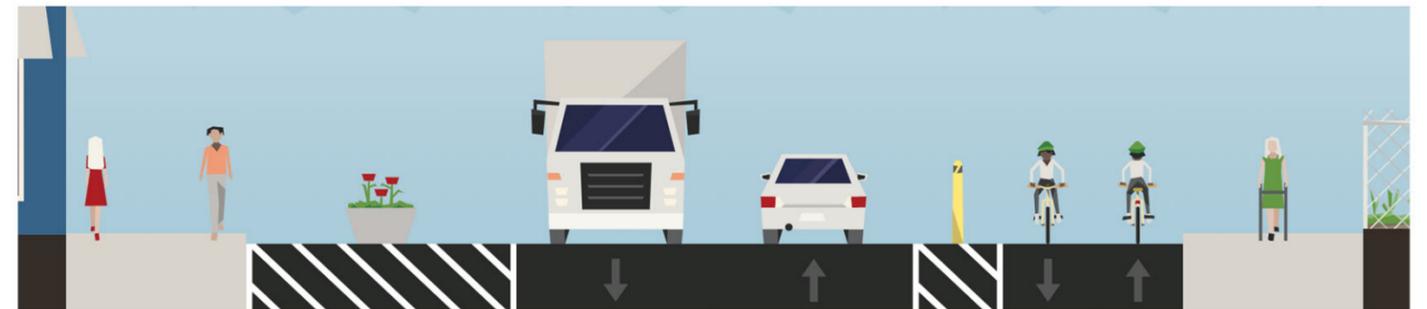
A: 49/GRAYS/LINDBERGH, PASCHALL - ELMWOOD

- **Proposed Conditions**



At W Side Trolley Stop,
54th Street

Proposed

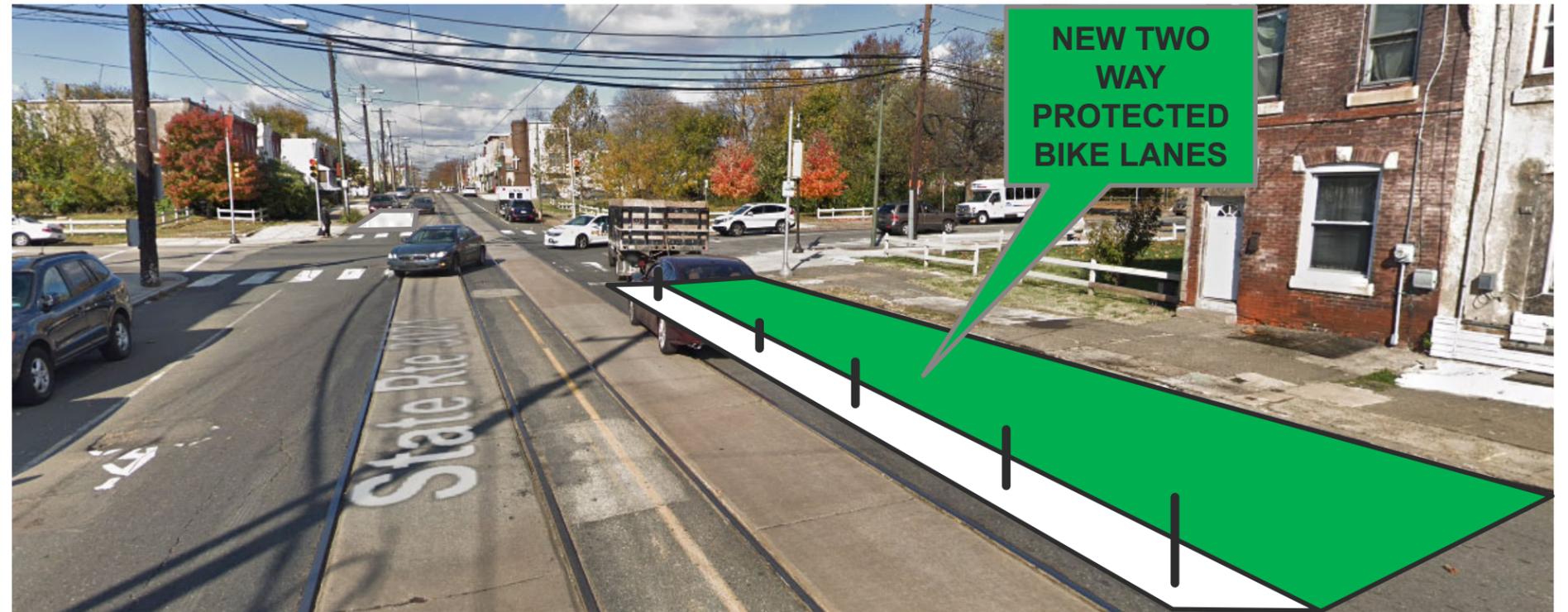




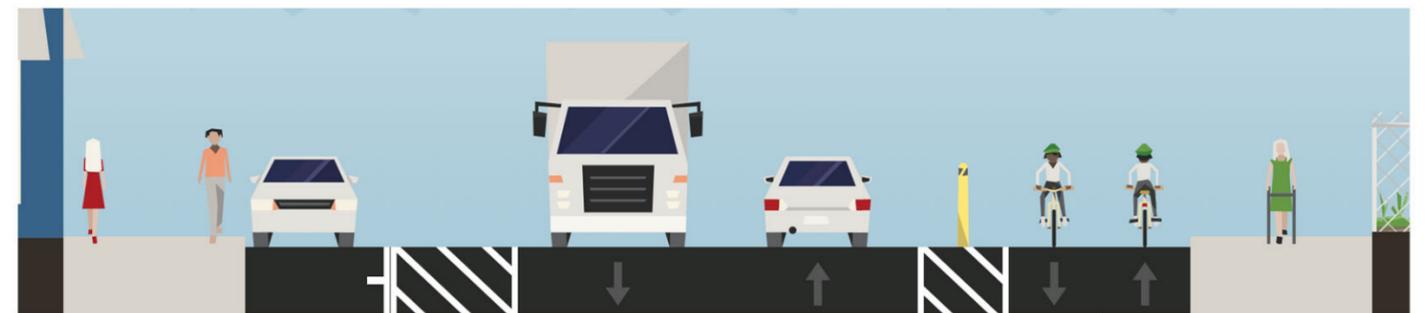
A: 49/GRAYS/LINDBERGH, PASCHALL - ELMWOOD

■ Proposed Conditions

At E Side Trolley Stop,
Paschall Street



Proposed

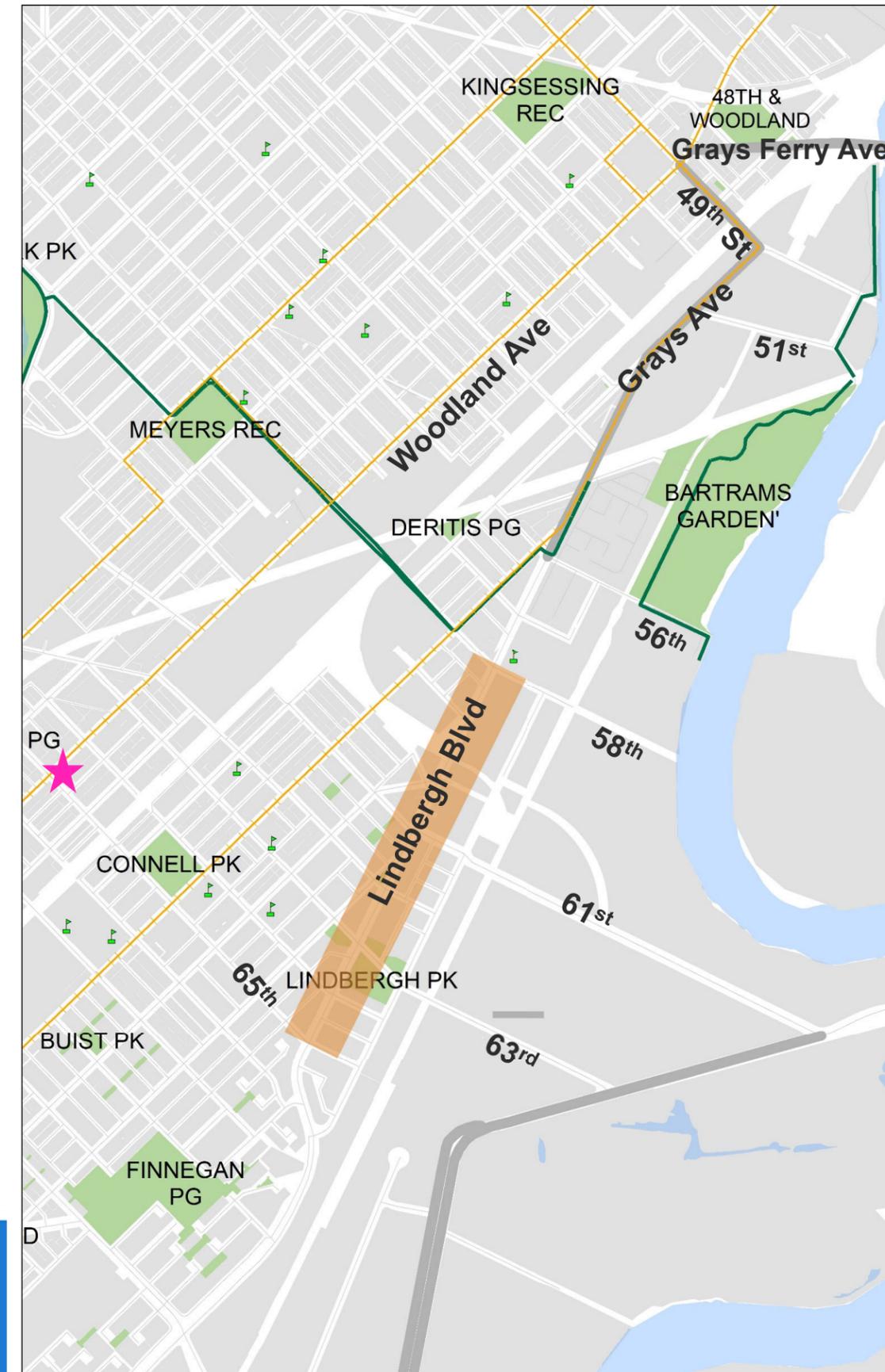
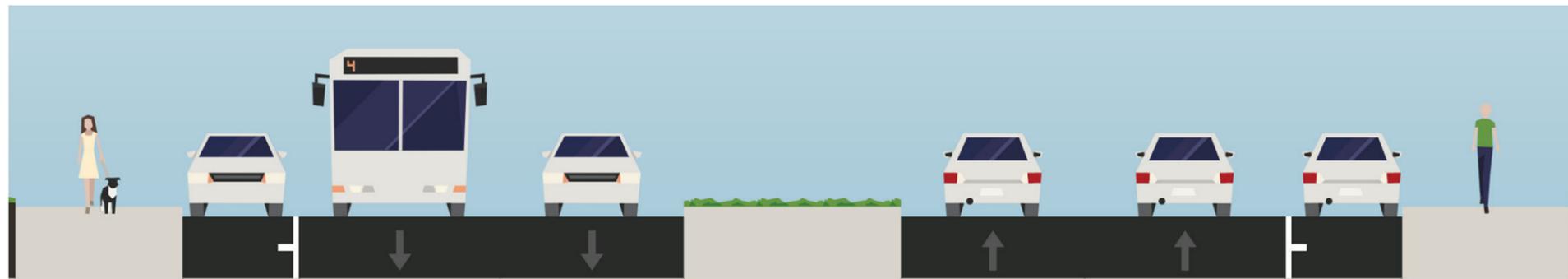
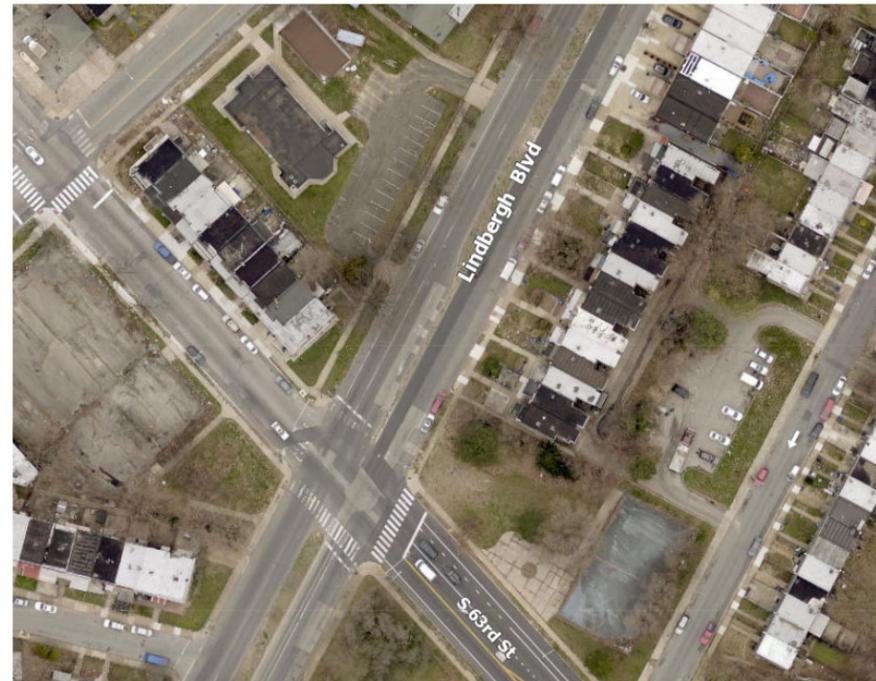




B: LINDBERGH, 58 - 65

Existing Conditions

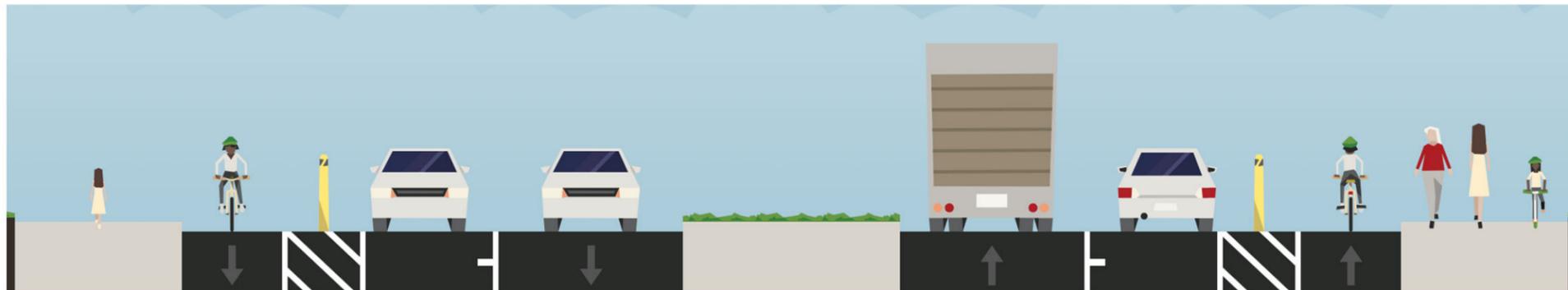
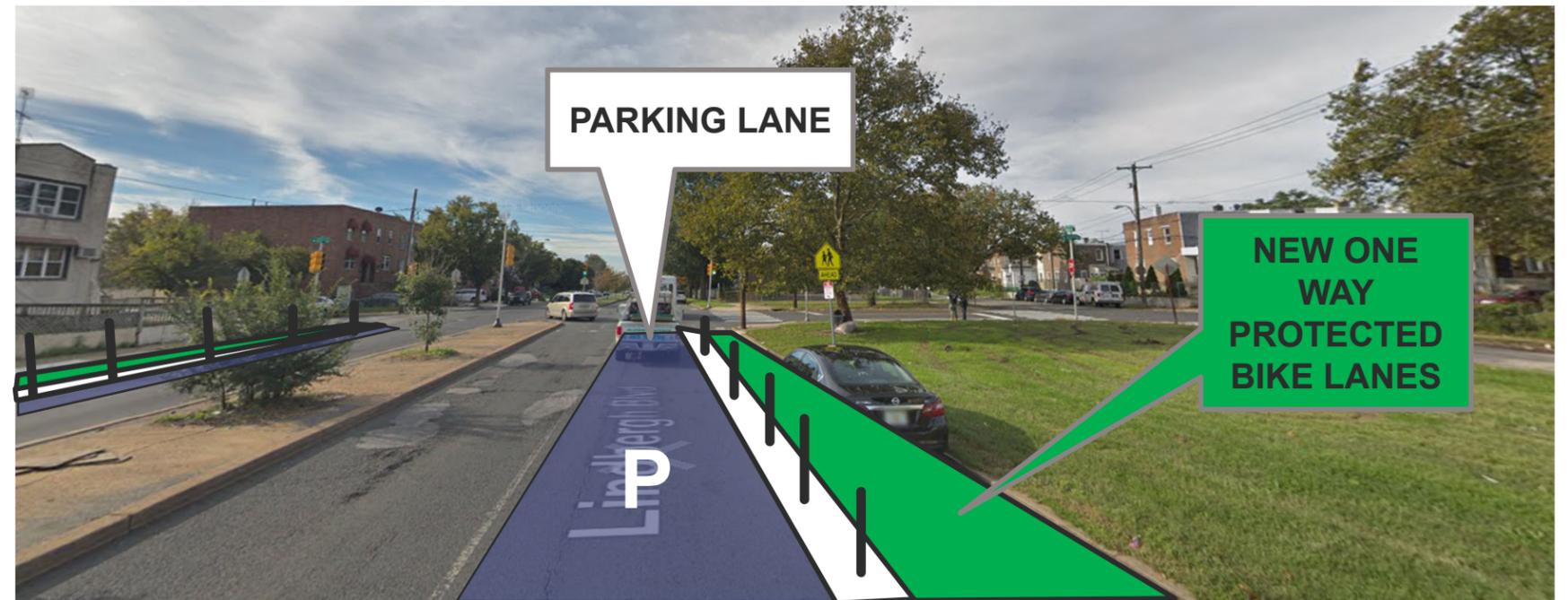
- Wide roadway
- Two vehicle lanes each way
- Gap in bike lane network
- Truck storage in parking lane
- Parking lane not full





B: LINDBERGH, 58 - 65

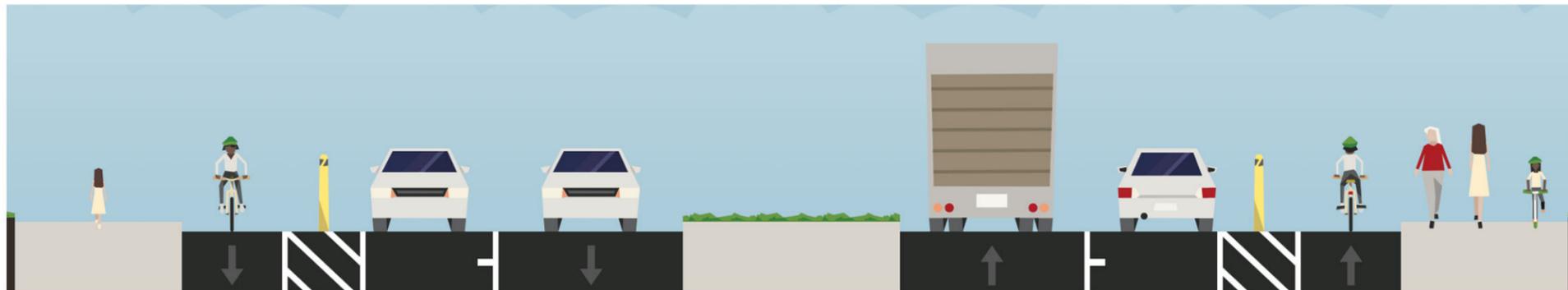
- **Proposed Conditions, at 62nd**
 - One vehicle lane each way
 - Shorter pedestrian crossing in front of car lanes
 - Tighten driving space to control speeds
 - Potential for greening partnerships





B: LINDBERGH, 58 - 65

- **Proposed Conditions, at 62nd**
 - One vehicle lane each way
 - Shorter pedestrian crossing in front of car lanes
 - Tighten driving space to control speeds
 - Potential for greening partnerships

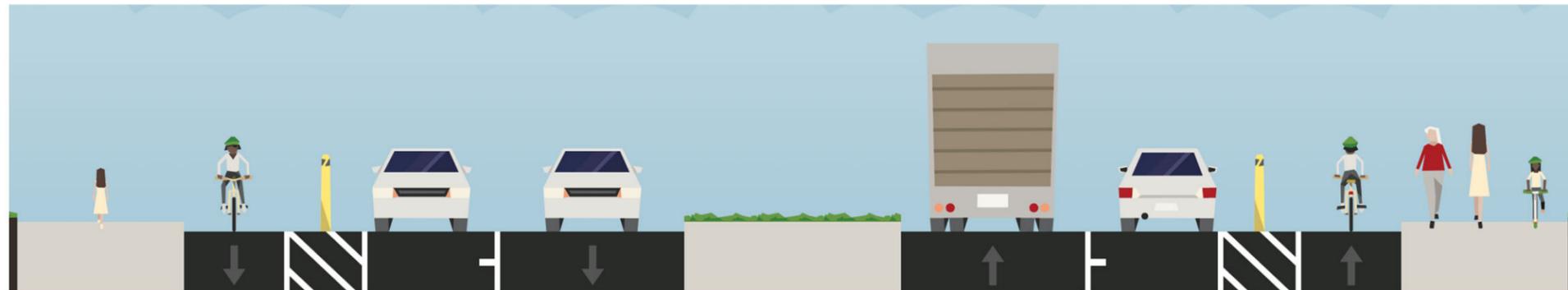




B: LINDBERGH, 58 - 65

■ Proposed Conditions

- One vehicle lane each way
- Shorter pedestrian crossing in front of car lanes
- Tighten driving space to control speeds
- Potential for greening partnerships

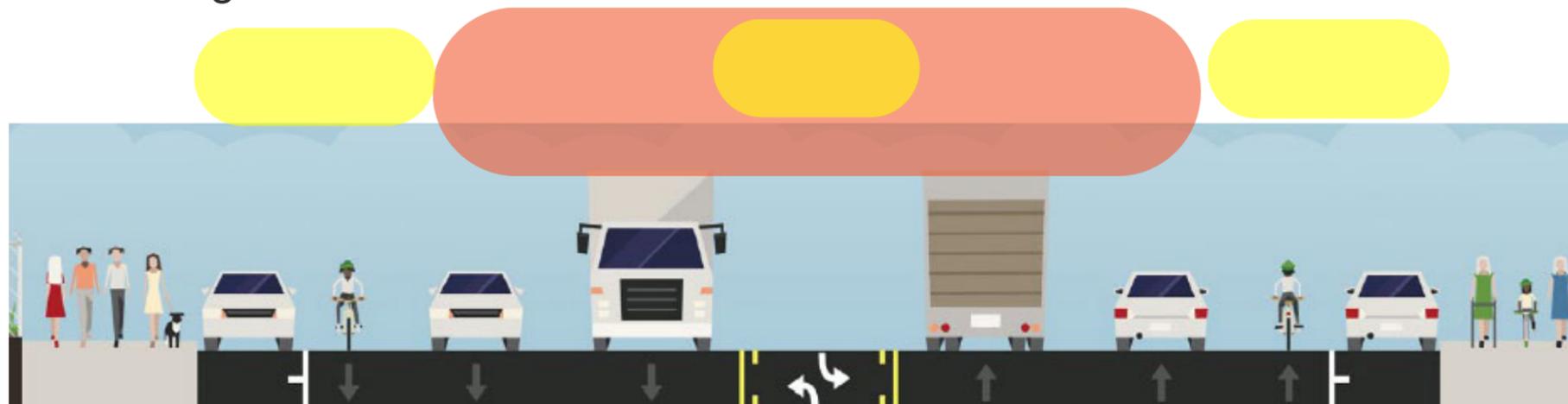
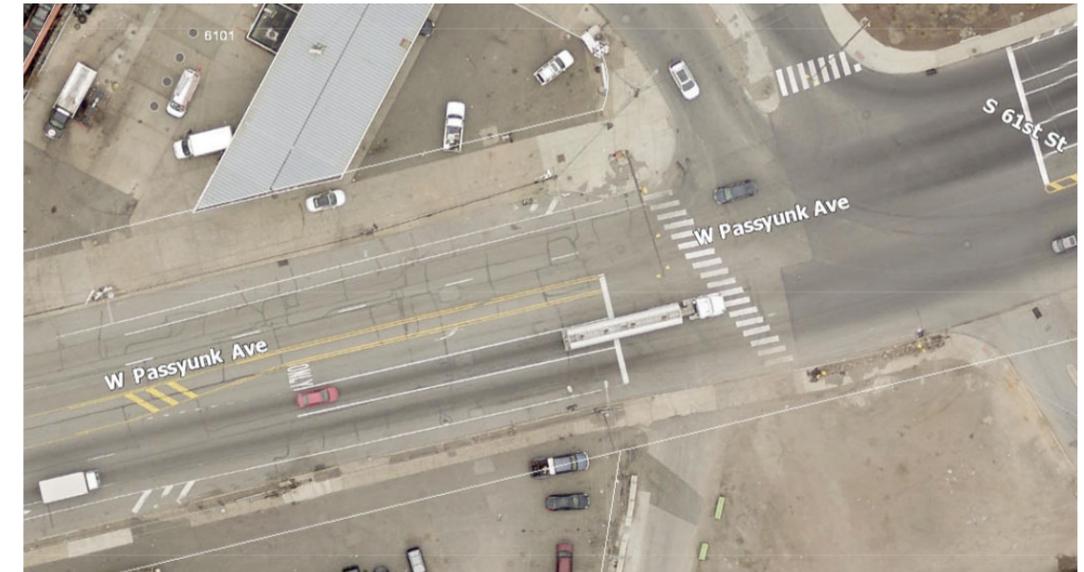




C: PASSYUNK/ESSINGTON, 61 - BARTRAM

■ Existing Conditions

- Wide roadway
- 80' cartway width
- Two vehicle lanes each direction
- Conventional bike lanes
- Parking lane typically empty
- Large straightaways
- High crash corridor

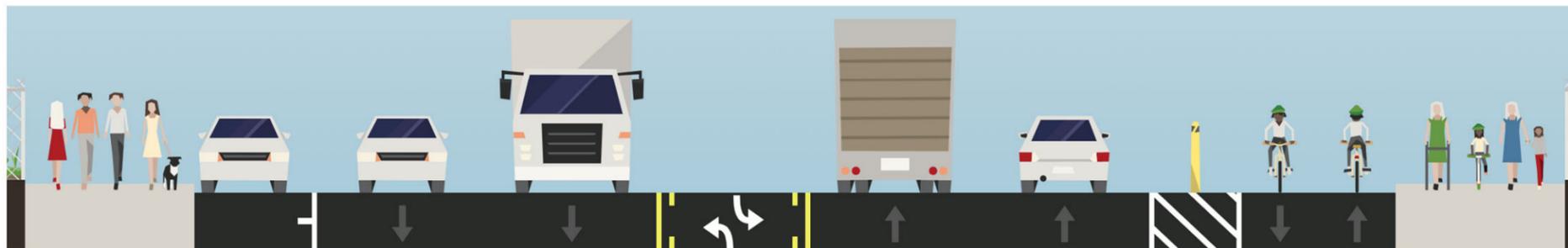
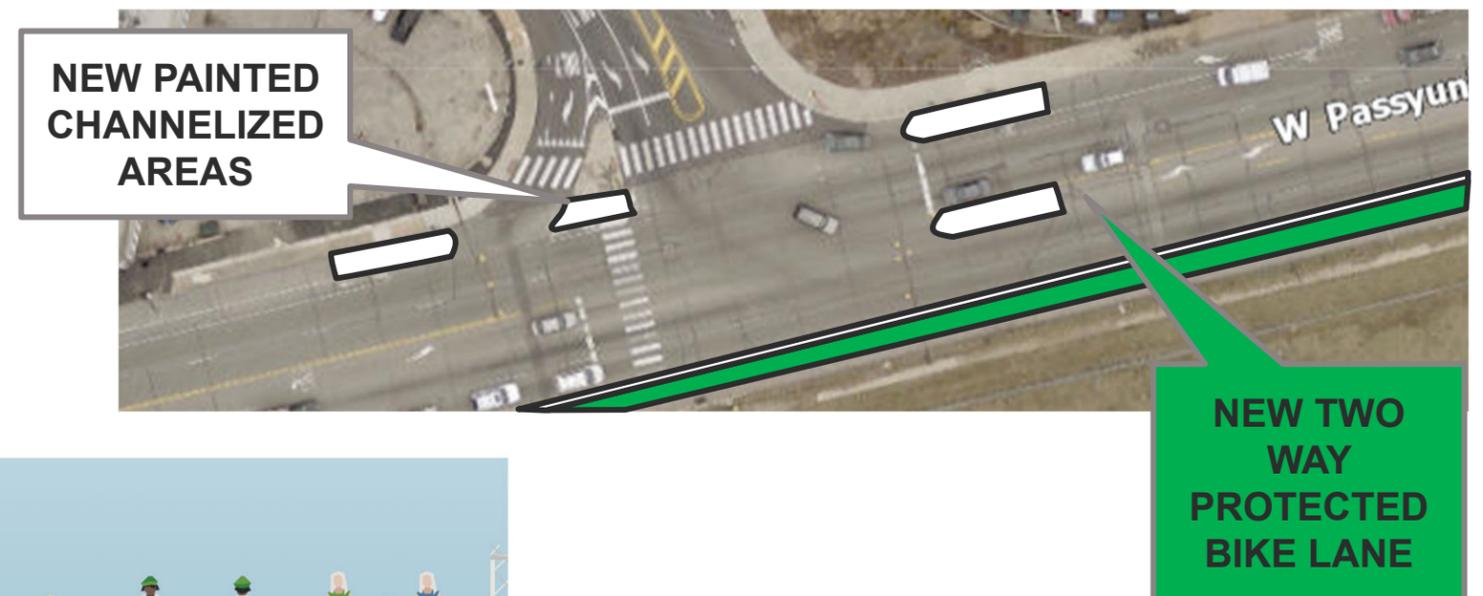




C: PASSYUNK/ESSINGTON, 61 - BARTRAM

■ Proposed Conditions, 63rd

- Eliminate E parking lane
- Move both bike lanes to E side of Street
- Add vertical elements
- Add traffic calming treatments:
 - Tighten driving space to control speeds
 - Rumble Strips
 - Painted pedestrian areas
 - Flex posts





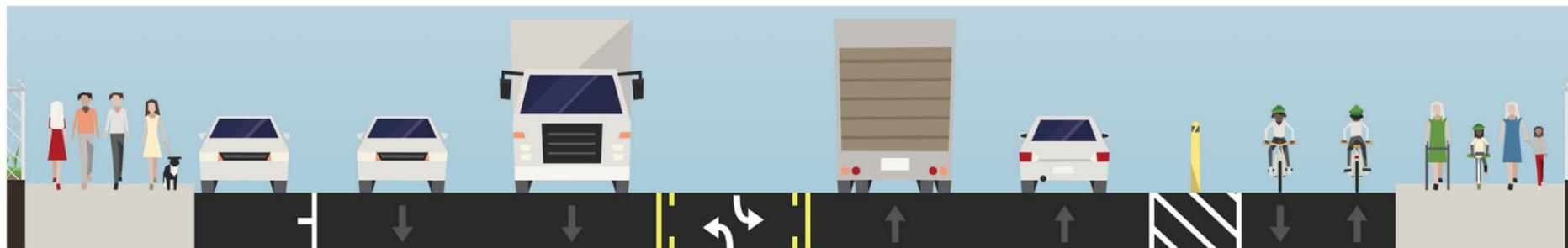
C: PASSYUNK/ESSINGTON, 61 - BARTRAM

■ Proposed Conditions, Curve

- Eliminate E parking lane
- Move both bike lanes to E side of Street
- Add vertical elements
- Add traffic calming treatments:
 - Rumble Strips
 - Painted pedestrian areas
 - Flex posts



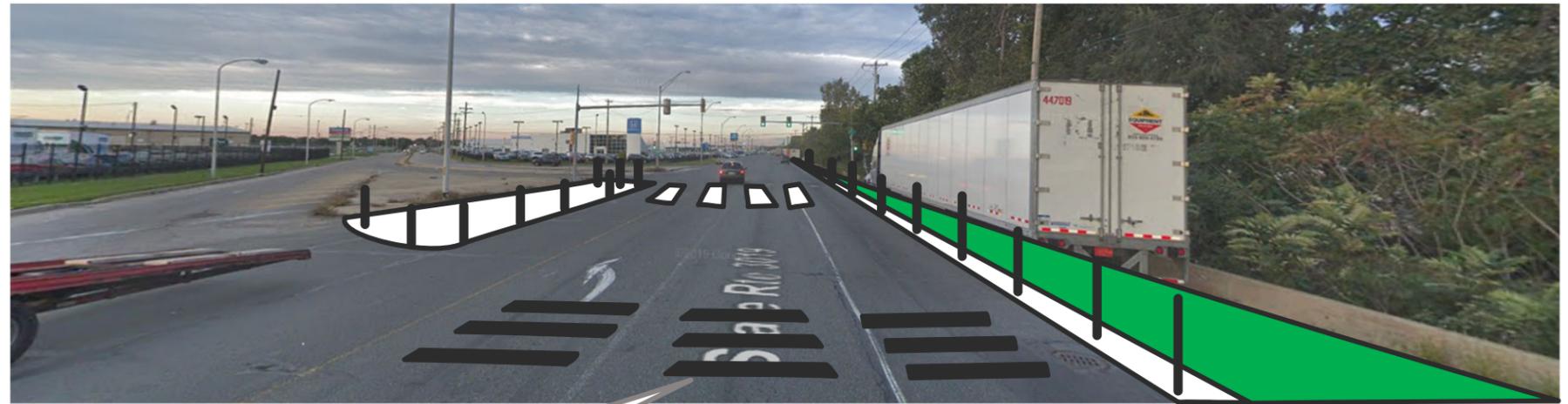
Rumble Strips





C: PASSYUNK/ESSINGTON, 61 - BARTRAM

- **Proposed Conditions, 70th**
 - Shorter pedestrian crossing in front of car lanes
 - Tighten driving space to control speeds





C: PASSYUNK/ESSINGTON, 61 - BARTRAM

- **Proposed Conditions, at Bartram**
 - Shorter pedestrian crossing in front of car lanes
 - Tighten driving space to control speeds





THANK YOU

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Lamar Gore
Director, John Heinz National Wildlife Refuge