

**VISION
ZERØ**

CITY OF PHILADELPHIA

CHESTNUT STREET TRANSPORTATION PROJECT

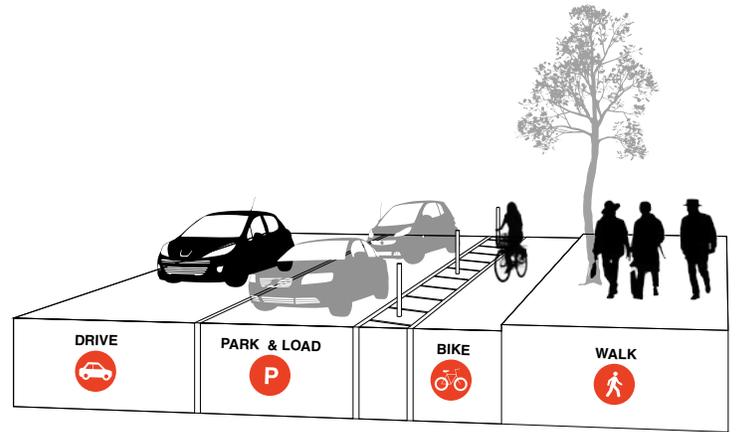
**JUNE 2018
INITIAL PROJECT UPDATE**



WHAT IS THIS PROJECT?

Installed in August 2017, the Chestnut Street Transportation Project updated parking configuration to:

- Make pedestrian improvements and
- Create a parking protected bicycle lane.



WHY IS THIS PROJECT IMPORTANT?

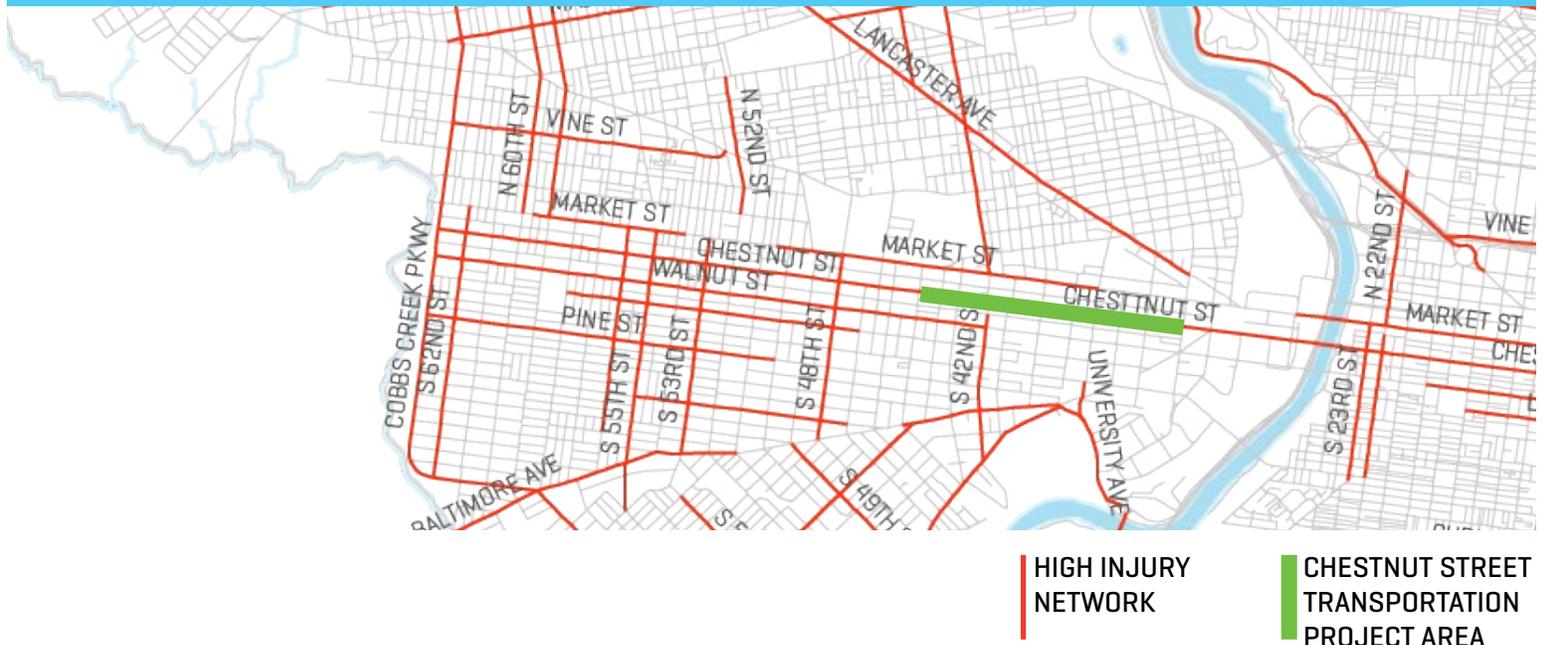
SAFETY

- Chestnut Street was identified on the Vision Zero High Injury Network.
- 75% of all crashes on Chestnut Street occurred between 34th - 45th Streets.

NETWORK NEEDS

Chestnut Street was identified as a priority corridor in the 2012 *Philadelphia Pedestrian and Bicycle Plan*.

VISION ZERO HIGH INJURY NETWORK DETAIL



BEFORE CONDITIONS



AFTER CONDITIONS



PROJECT GOALS & OUTCOMES



Manage driver speeds, in accordance with posted speed limit.

47%

REDUCTION IN NUMBER OF VEHICLES WITH SPEEDS ABOVE POSTED SPEED LIMIT DURING MORNING COMMUTE HOURS.

Source:
DVRPC Speed Count Data [December 2017]
University City District [April 2017]



Shorten crossing distances for people walking.

AT 40TH STREET,

60%

OF PEOPLE SURVEYED REPORTED THAT THE PROJECT MADE THEM FEEL MORE SAFE THAN BEFORE WHILE CROSSING CHESTNUT STREET.

Source:
UCD pedestrian intercept survey [October 2017] [n=61]



Reduce the number of people bicycling on the sidewalks.

50%

FEWER PEOPLE OBSERVED BIKING ON SIDEWALKS AFTER THE INSTALLATION OF THE CHESTNUT STREET BIKE LANE.

Source:
Bicycle Coalition of Greater Philadelphia



Reduce Philadelphians' risk of developing chronic disease by promoting active transportation.

AT 44TH STREET,

81%

MORE PEOPLE BIKING WERE OBSERVED PER HOUR ON AVERAGE IN FALL 2017, COMPARED TO FALL 2015.

Source:
UCD manual bike counts