

**VISION  
ZERØ**

CITY OF PHILADELPHIA

# **CHESTNUT STREET TRANSPORTATION PROJECT**

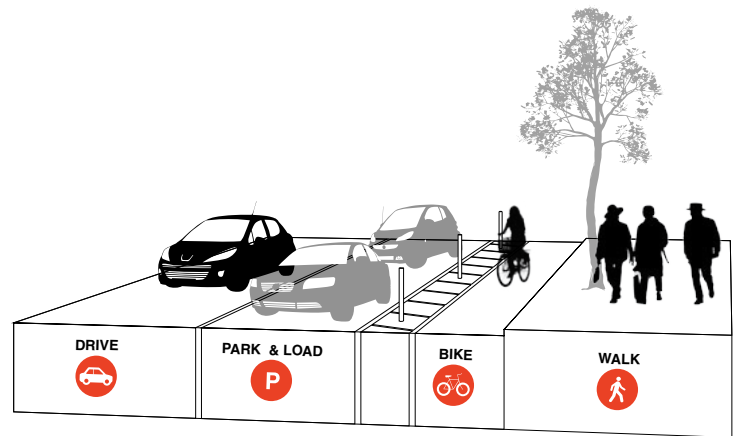
**JUNE 2018  
INITIAL PROJECT UPDATE**



# 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