

Welcome!



City of Philadelphia
Chestnut Street Transportation Project

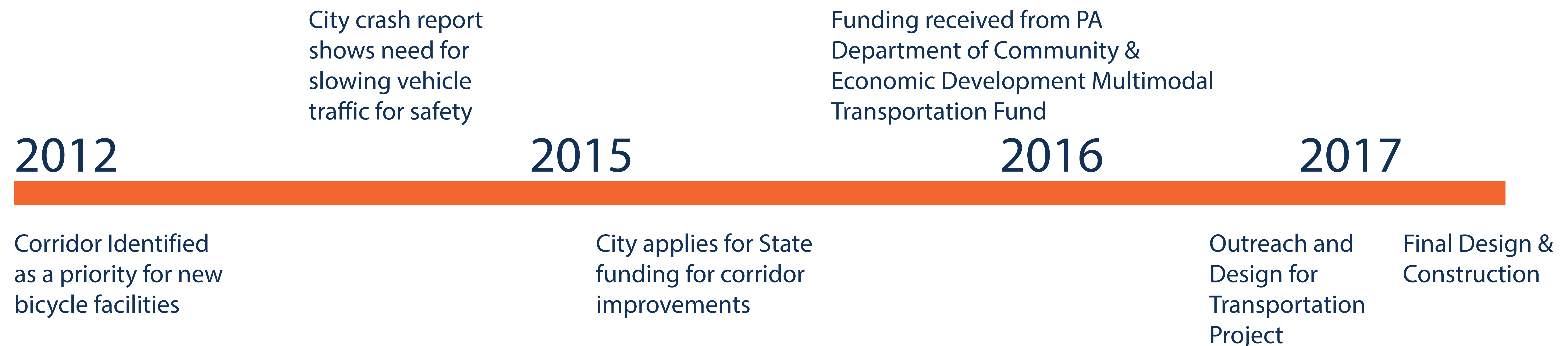
Chestnut Street Transportation Project Open House

Meeting Purpose:

1. Background
 - Location
 - Safety Issues
2. Proposal
 - Intersections
 - Driveway
3. Feedback



Project Timeline

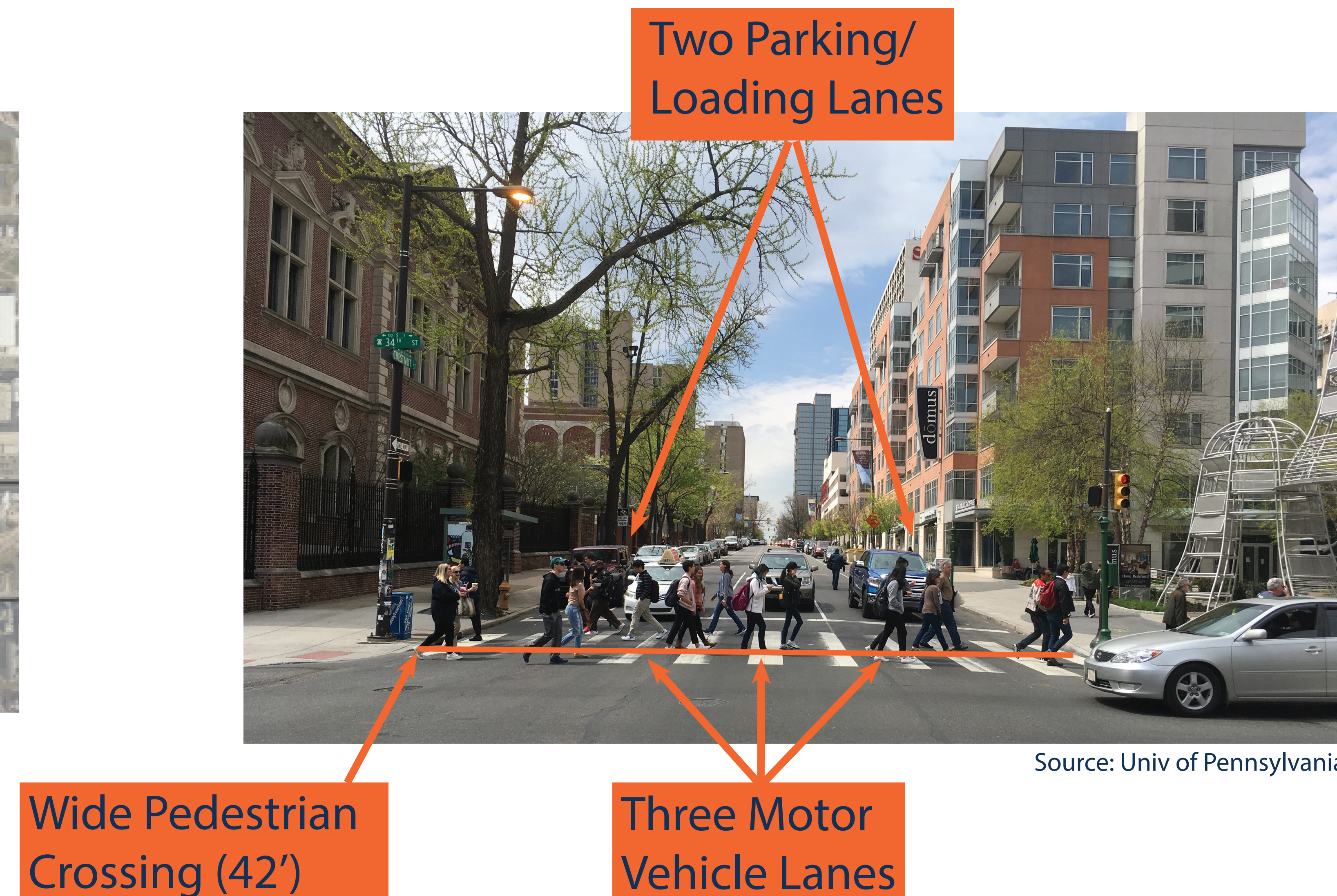
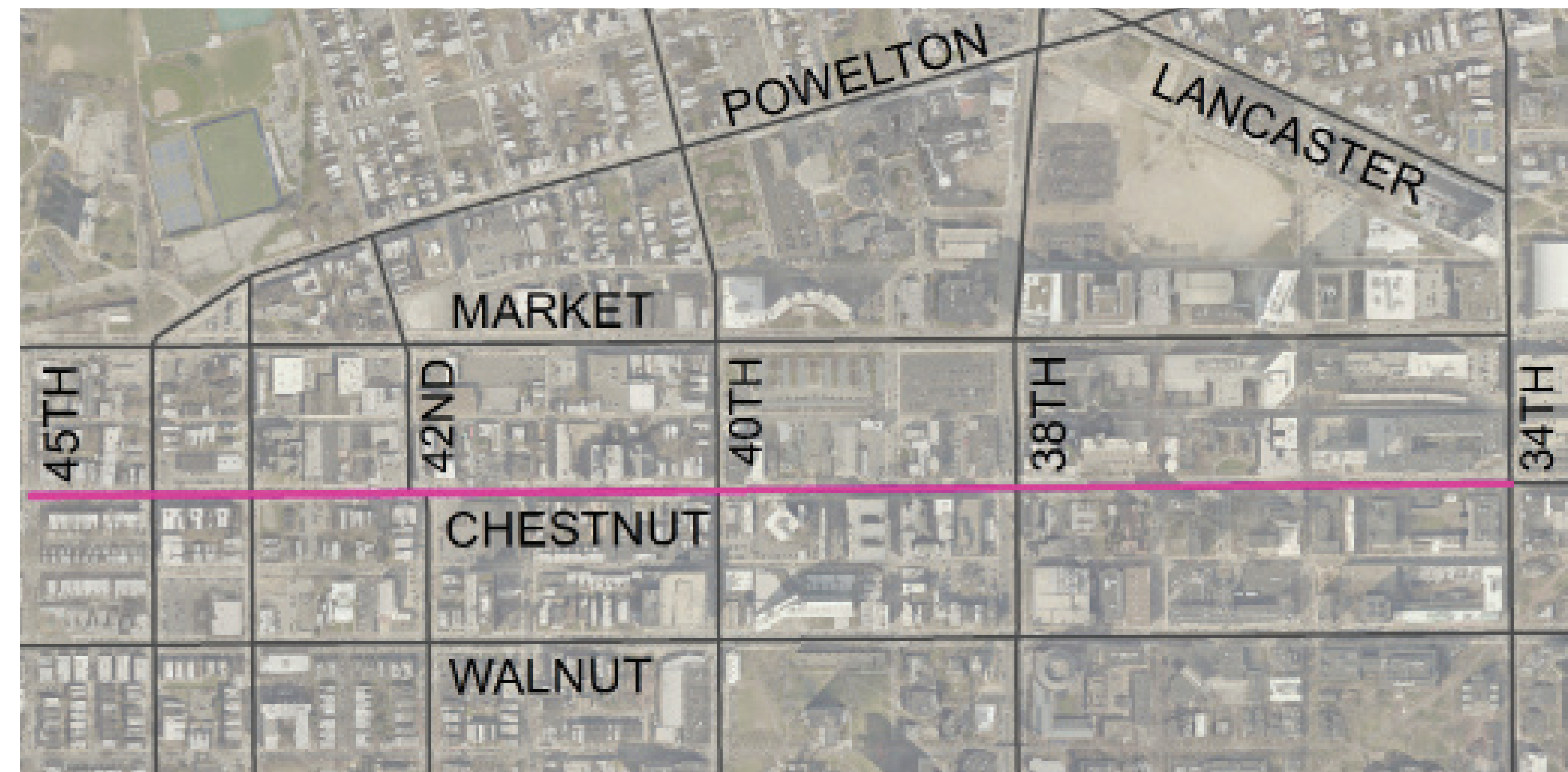


*Please Review the Open House Boards.
We encourage you to talk with representatives from the City
and share your thoughts.*

Chestnut Street Today

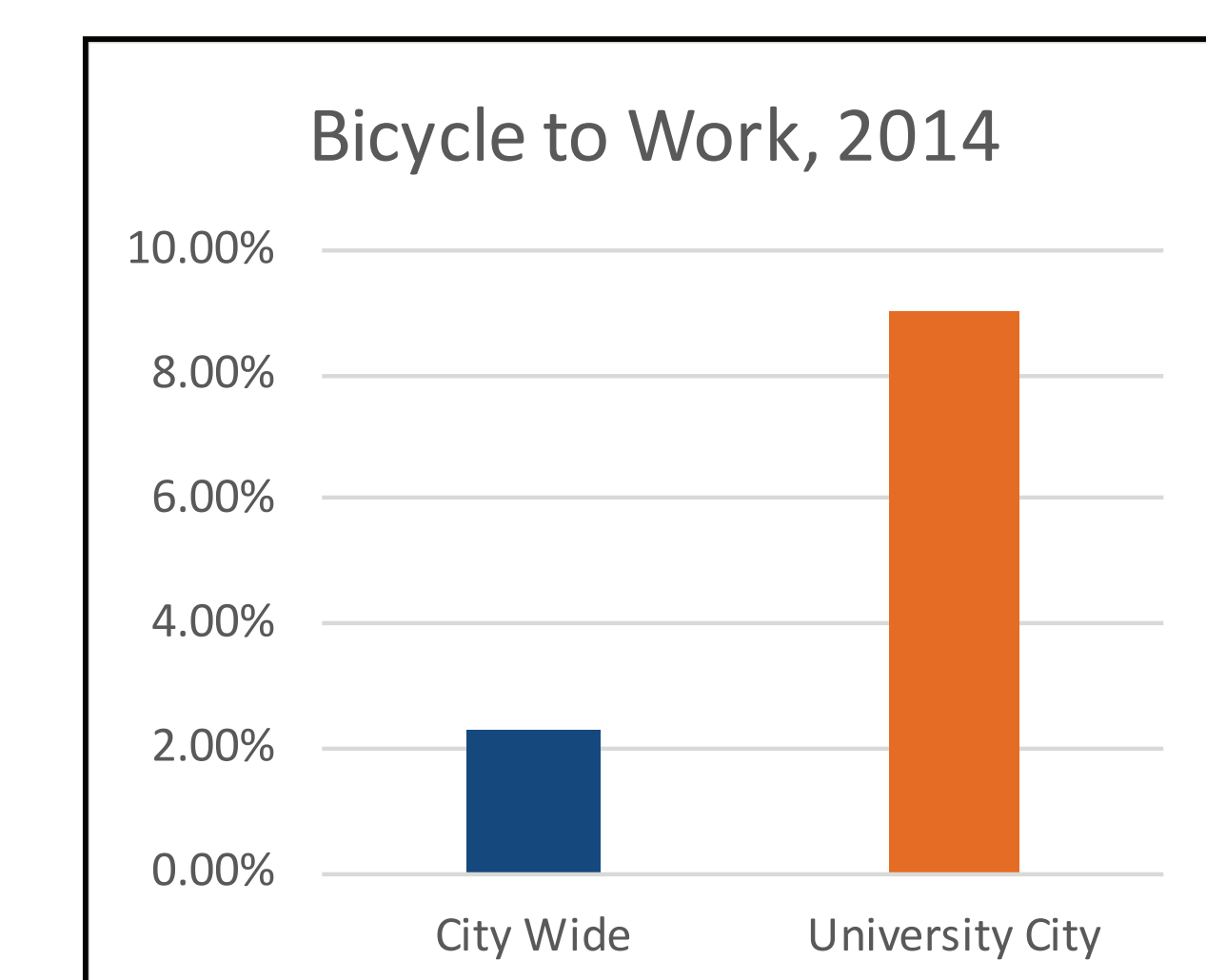


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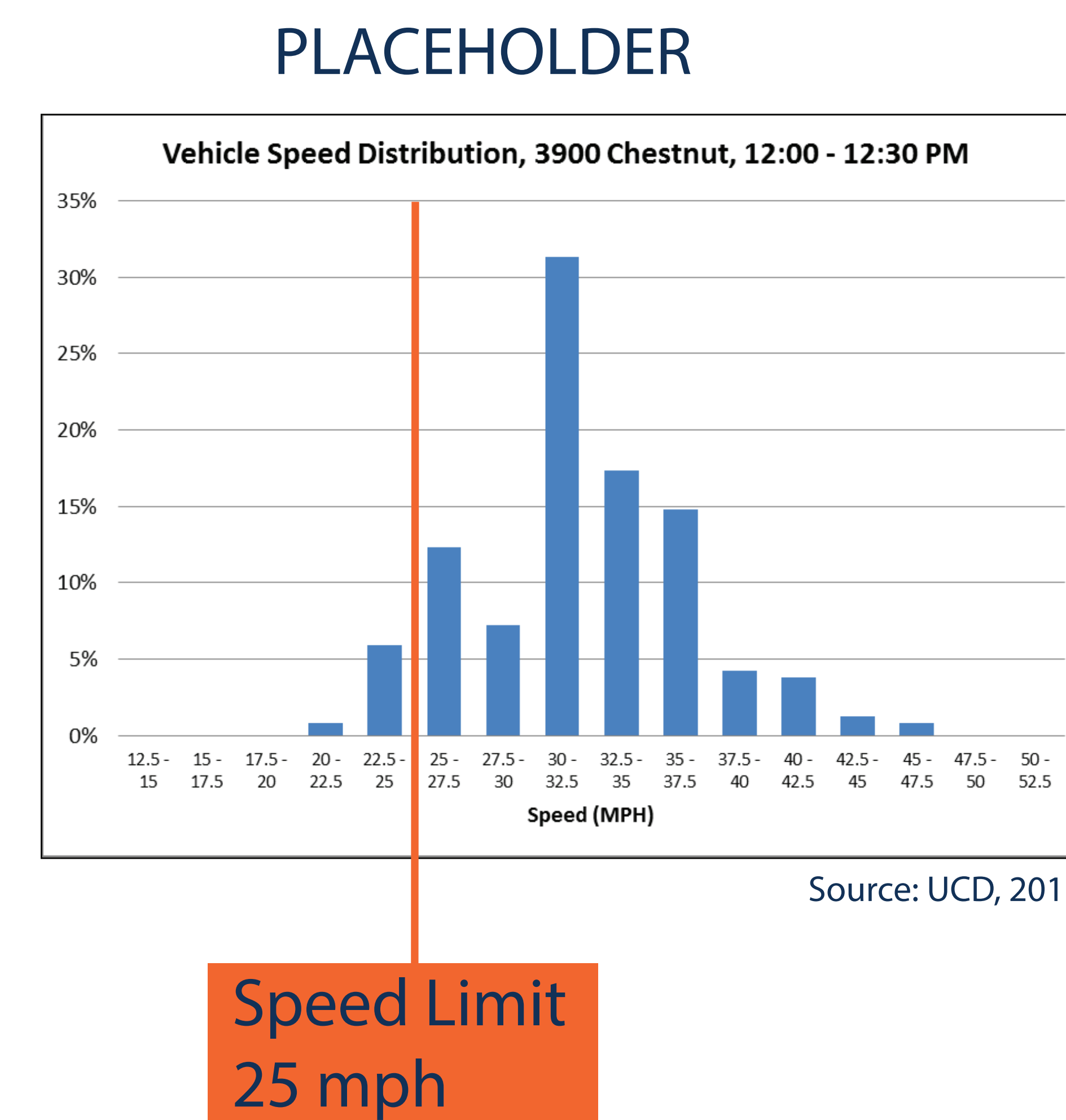
Chestnut Street Users

- More than 600 pedestrians/hr
- More than 1,100 cars/hr



Safety on Chestnut Street

- The speed limit is 25 mph. Motor vehicles average 32 mph during peak times, with a maximum of 47 mph
- Crash rates are 3x the City average/mi
- From 2009-2013, 75% of the crashes occurred between 45th and 34th Streets
- From 2012-2015, 88 crashes involving 228 persons. 34% of persons injured were pedestrians and bicyclists.



85 percentile

Maximum Speed
46 mph

25% of Drivers
over 35 mph



Data Sources:
University City District
Delaware Valley Regional
Planning Commission
PennDOT



Activity: Corridor Conditions



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Check out the proposed plan.

Have you noticed safety concerns along the corridor?

Please place a post-it note at the location.

Examples

- High speed or aggressive driving
- Blocked box/traffic back up
- Obstruction of the Sidewalk or Crosswalk
- Loading in the Roadway
- High pedestrian crossing area



Do you have more comments you'd like to share?

Please fill out a comment form.

Proposed Improvements

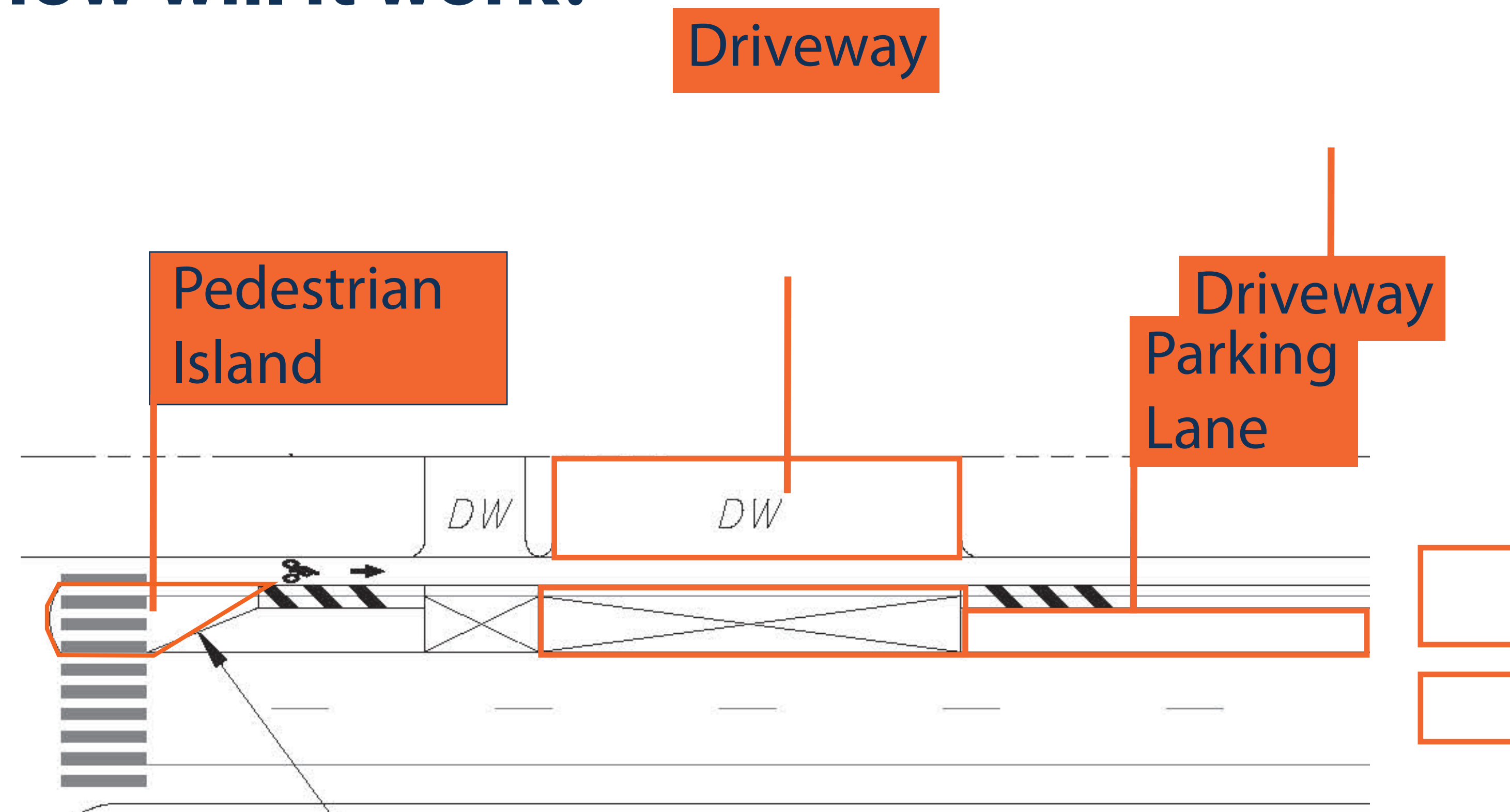


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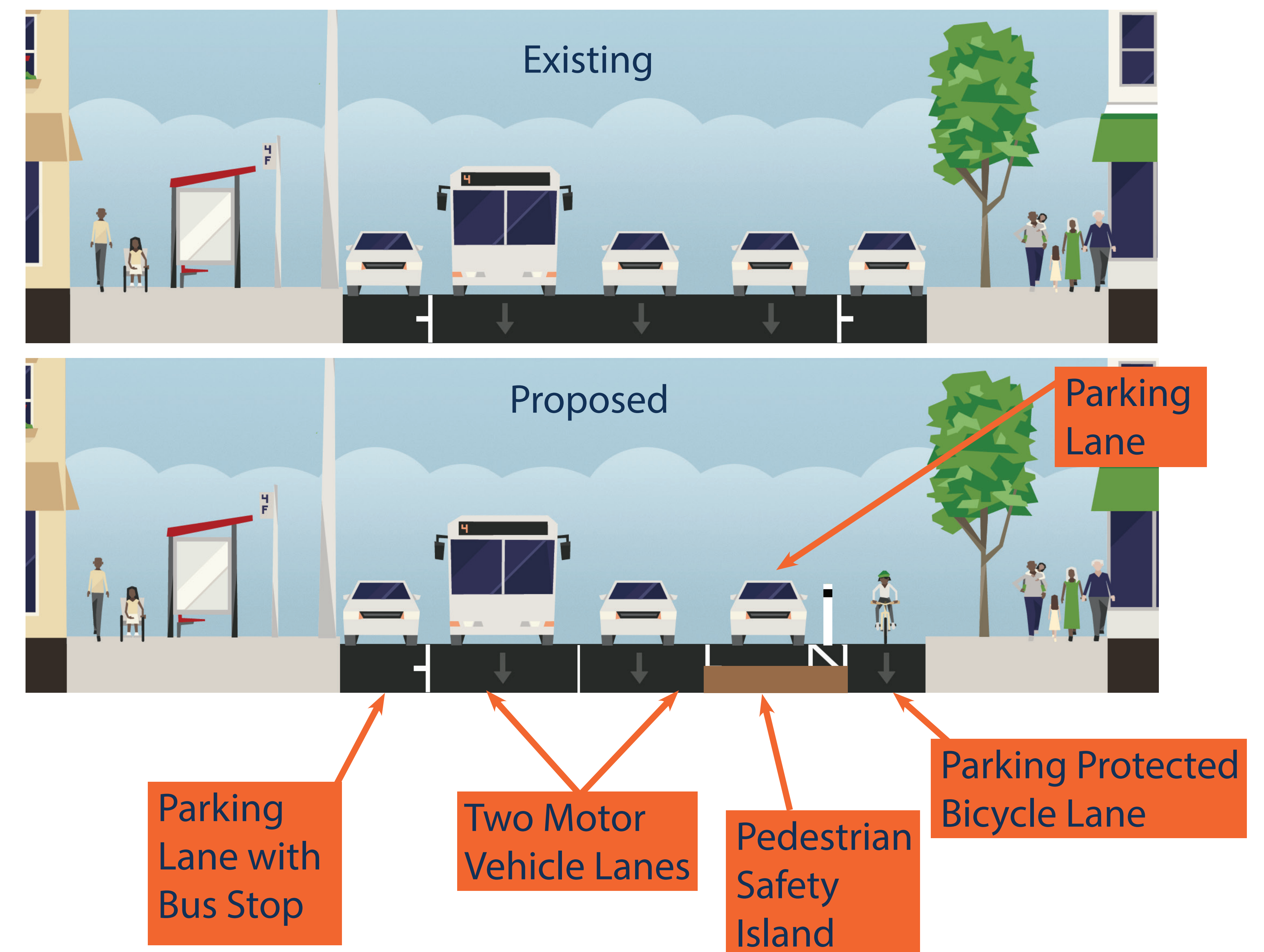
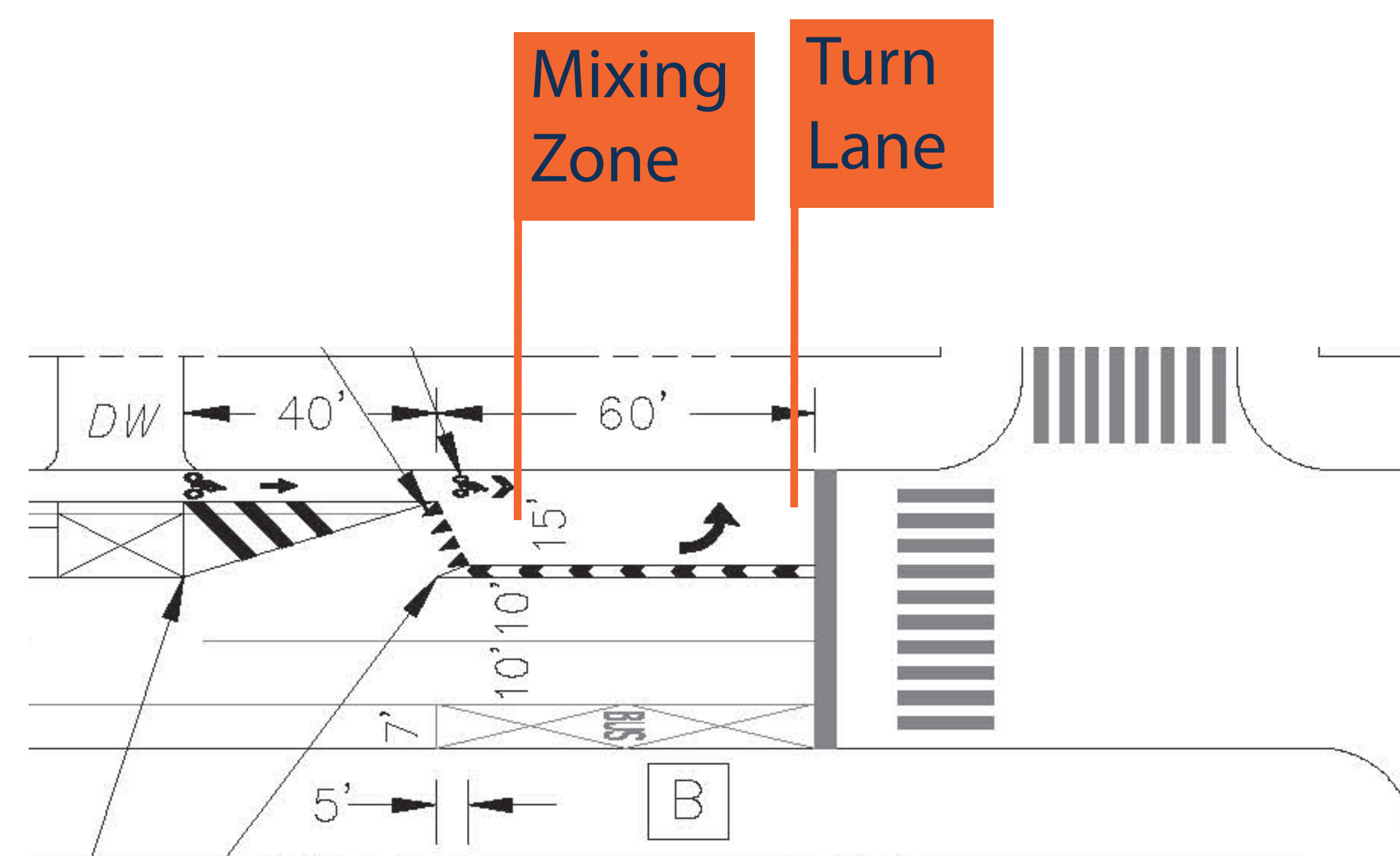
Goals for the Corridor

- Reduce speeding and weaving between lanes
- Increase transportation mode choices for all
- Improve livability and economic opportunity
- Improve safety for everyone

How will it work?



PLACEHOLDER



Impacts to Chestnut Street

- Shortens pedestrian crossing distance
- Improves sight lines at corners for all users
- Reduces motor vehicle speeding and weaving
- Increases efficiency of motor vehicle movement
- Adds a 1 mile link in the bicycle network
- Creates a safe and comfortable bicycle lane that will reduce biking on the sidewalk
- Minimal impacts to motor vehicle travel time

Benefits of Proposal



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Create a safer more walkable street:

- Reduce motor vehicle speeds
- Shorten the pedestrian crossing distance
- Add pedestrian islands
- Add a protected bicycle facility

Examples in Other Cities

Painted Pedestrian Islands



Curb Protected Pedestrian Islands



Parking Protected Bicycle Lanes



Traffic Benefits All Roadway Users

Parking Protected
Bicycle Lane



New York, NY (NYCDOT)

Mixing
Zone

Pedestrian
Safety
Island

Shortened
Pedestrian
Crossing

- Motor vehicles have more sight distance at intersections
- Though bicycle volume increase, bicycle crashes typically do not because of the safer design
- Protected lanes encourage new bicyclists
- The average protected bicycle lane sees an increase of 75% bicyclists in the first year
- In New York City, corridor crashes dropped by 40-50% for all roadway users
- In NYC and Washington, D.C., sidewalk bicycle riding reduced immediately
- In Chicago, stoplight compliance by bicycles increased