



# Walnut Street Repaving & Complete Streets Safety Project

## Project Status Update

11.10.22

OFFICE OF   
TRANSPORTATION,  
INFRASTRUCTURE  
& SUSTAINABILITY

# Project Overview

Repaving projects are a chance to change the layout of the road and improve how the roadways works for all users.

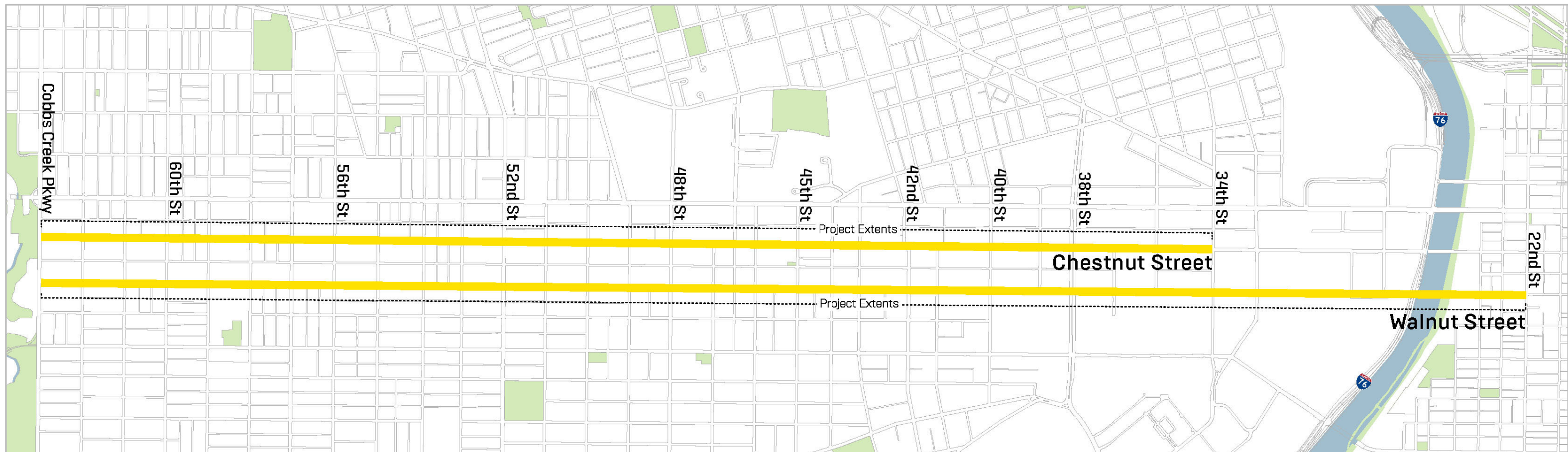
Walnut Street will be repaved in 2023.

Chestnut Street was repaved in 2022 with a new layout from 63<sup>rd</sup> – 45<sup>th</sup> Streets.



# Where will the project happen?

**Walnut Street** is scheduled for repaving in 2023 between 22<sup>nd</sup> Street and 63<sup>rd</sup> Street/Cobbs Creek Parkway.

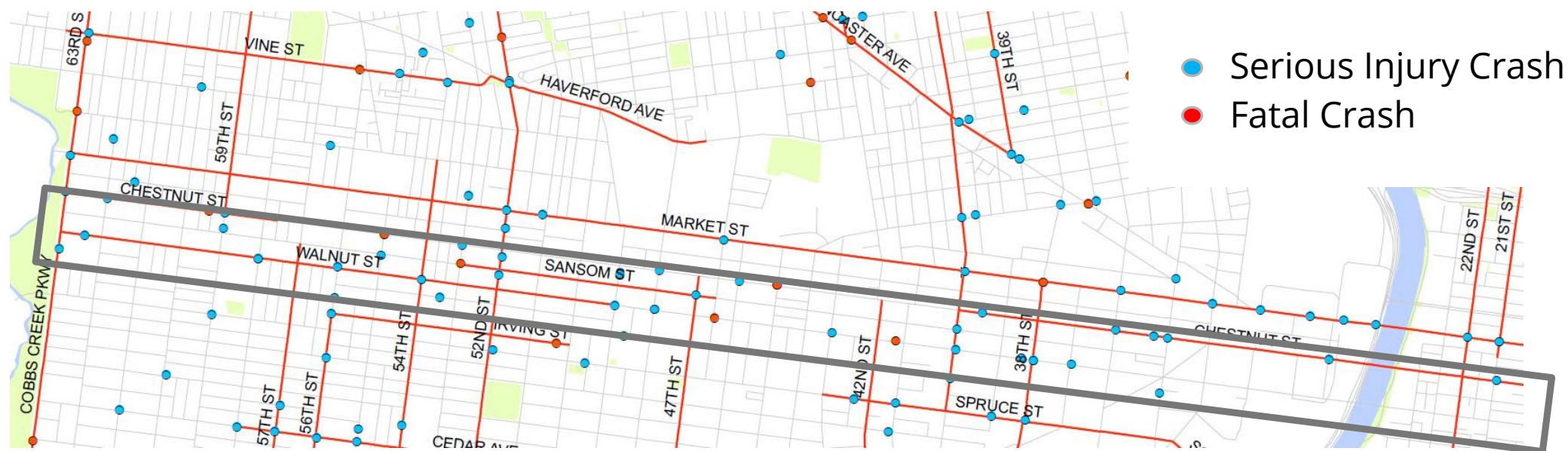




# Project Goals: Improve Walnut Street For All Users

- Repave to create a smoother street
- Calm traffic by decreasing weaving, speeding, and aggressive driving
- Create safer and shorter pedestrian crossings
- Maintain space for neighborhood loading and drop-offs
- Reduce illegal parking, such as double parking
- Increase safety for people bicycling by separating them from moving traffic
- Preserve space for trucks and buses to turn
- Design travel lanes that match the changing corridor

# Traffic Safety & Walnut Street



**70 people walking** were hit by motor vehicles on Walnut Street between 2017 and 2021.

Almost **20%** of crashes involved the most vulnerable users, people walking and biking.

## Crash History (2017 - 2021)\*

There were **375 crashes** on Walnut Street along between 2017 and 2021 and **345 people were injured**. **45%** of crashes on Walnut Street were due to **Aggressive Driving**.

Crashes **killed three (3) people**. There were **16 serious injuries**.

*\*Crash analysis for Walnut Street from Cobbs Creek Parkway to 22nd Street*



# Traffic Safety & Walnut Street

## 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.

# Traffic Safety & Walnut Street





# Project Steps to Date

## Information Sharing

- On-line & In-person Civic Meetings (April – October 2022)
- Door to door flyering in residential areas (June/July 2021)
- Posters along the corridor (June/July 2021, Summer 2022)
- **Stakeholder group meetings (Fall 2022 – Fall 2023)**

## Traffic Analyses

- Chestnut & Walnut full-corridor traffic analysis (2020, 2021)

## Public Input

- Public open houses (June, July 2021)
- Corner meetings (July, September, October 2021)
- On-line public survey (Summer & Fall 2021)
- In-paper survey mailing to addresses along the corridor (June 2021)
- Community Events & In-Person Outreach (Summer/Fall 2021, Fall 2022)
- Door-knocking along Chestnut Street (September & October 2021)
- **Door-knocking & block meetings along Walnut Street coming soon**

## Parking & Loading Survey

- **Business loading survey (ongoing)**



# Walnut Street Planned Layout

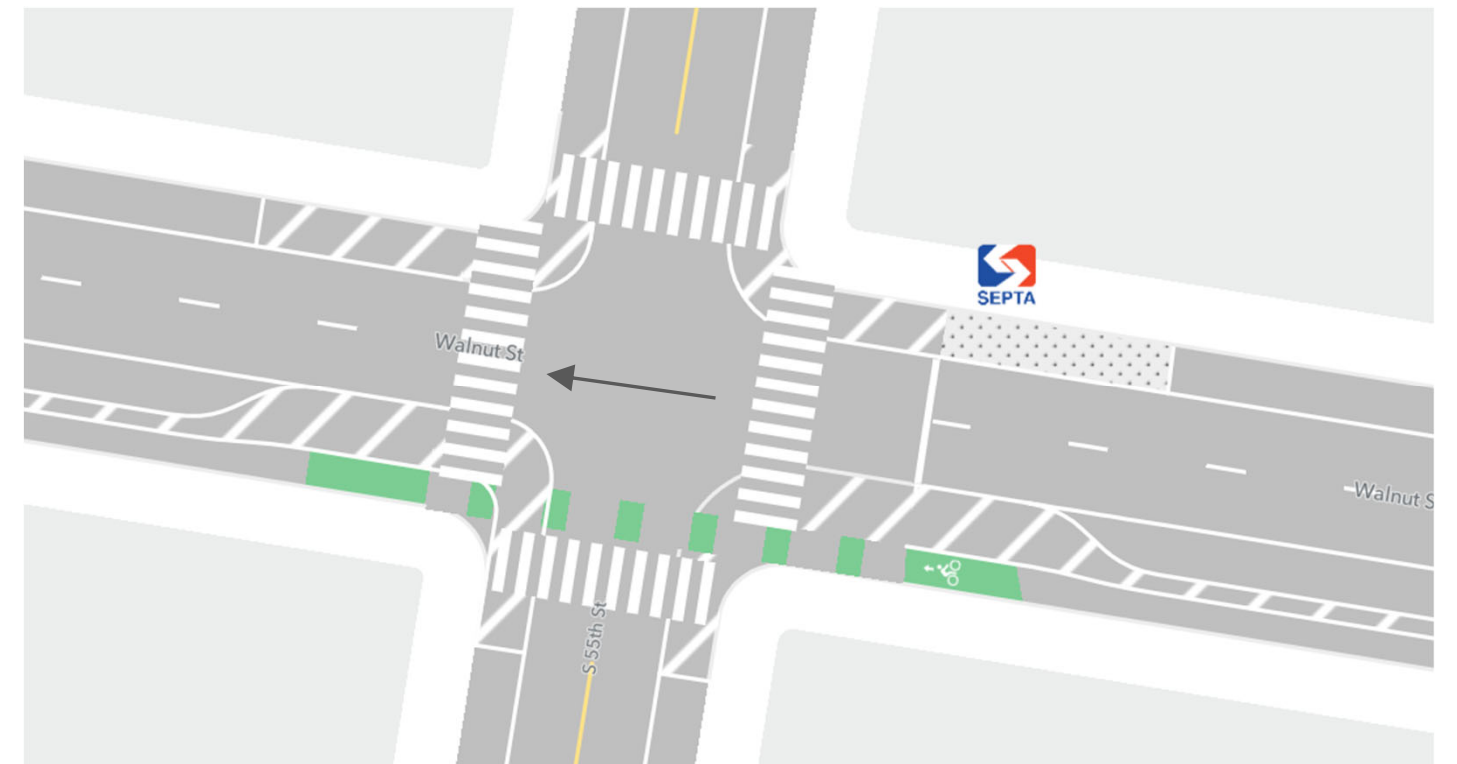
# Walnut Street Layout

## TODAY (22ND-63RD)



- 2 driving lanes
- Long turn lane at every intersection w left turn
- Parking on each side

## PLANNED (22ND-52ND)



- 2 driving lanes
- Shorter left turn lanes (as needed)
- Painted bump outs
- Parking on each side
- Parking separated bike lane

**The layout from 52<sup>ND</sup> – 63<sup>RD</sup> Street is still under discussion.**



How would this impact  
Walnut Street users?

# Traffic Safety & Walnut Street

## People Walking:

- Shorten distance for pedestrians to cross the street

## People Driving:

- Drivers will travel in a more controlled manner along, turning off of, and across Walnut

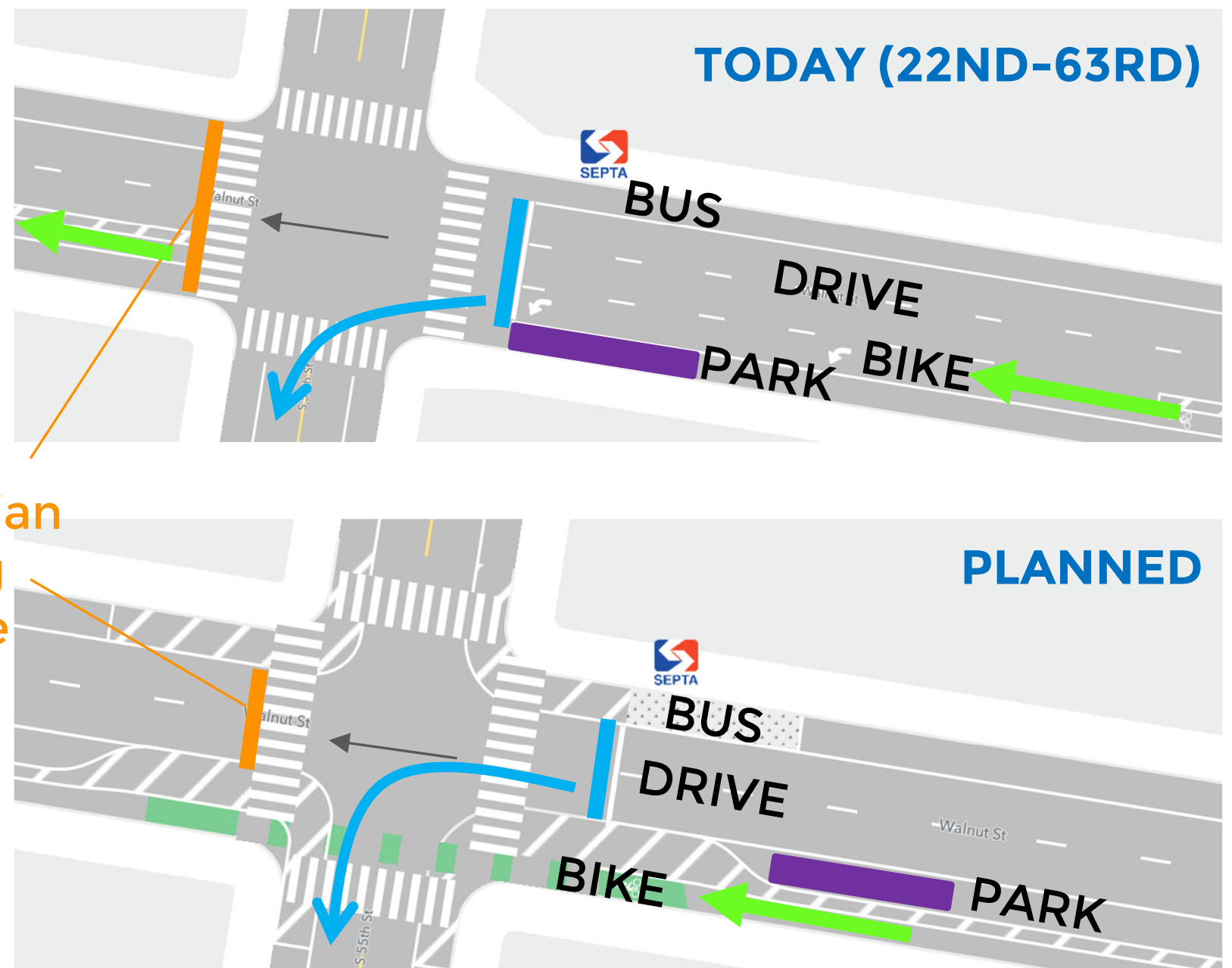
## People Parking:

- Drivers will park between the bike lane and the vehicle travel lane

## People Biking:

- Bike lanes will be separate from moving vehicle lanes

Shorter  
pedestrian  
crossing  
distance





# Traffic Safety & Walnut Street

## Designated Space for all Groups

When every user group has a space, movement on the street is more predictable.

## Layout Impacts Traffic Safety

- Chestnut Street, 63<sup>rd</sup> – 45<sup>th</sup> Streets 2018 – 2020 : crash rate of **27.4 crashes per mile per year**
- Chestnut Street, 45<sup>th</sup> – 34<sup>th</sup> Street 2018 - 2020: crash rate of **18.7 crashes per mile per year**

# Traffic Safety & Walnut Street

## Before & After Chestnut Street (34 – 45<sup>th</sup>) crash comparison

- 12% fewer total crashes
- 40% fewer injuries
- 43% fewer drivers traveling above the speed limit
- 29.5% reduction in average recorded driver speed





What would this  
look like?



## Chestnut Street example



## Chestnut Street example



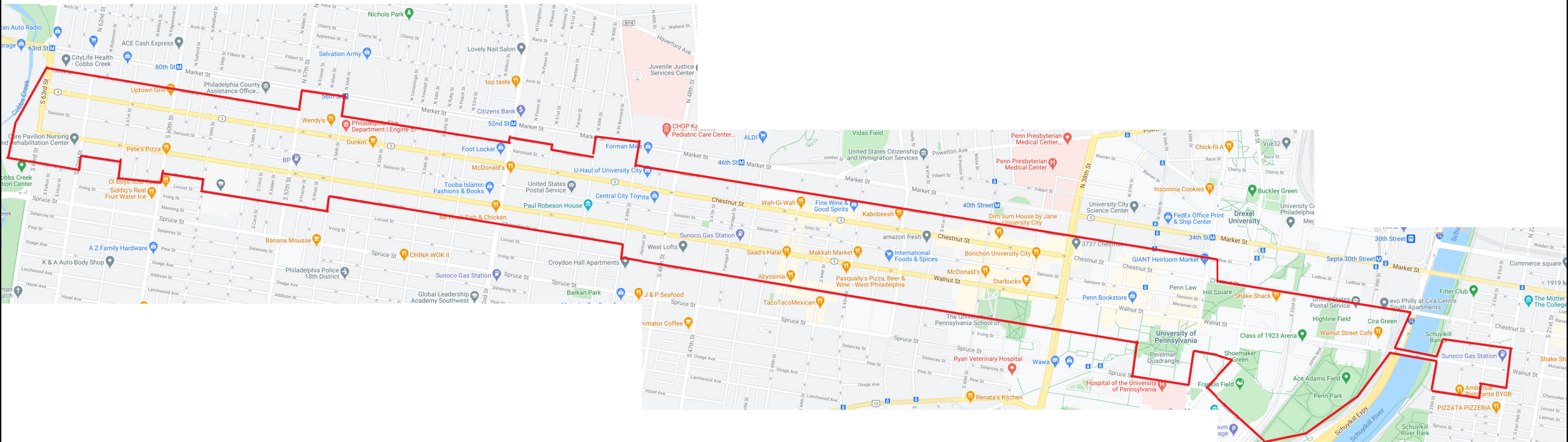


# Public Outreach



# Print Survey Outreach & Correspondence

**3492** Surveys Mailed to  
near neighbors along the 6-  
mile corridor in 2021





## Public Survey Responses

 **1,763** total survey responses in 2021

 **1,569** online survey responses (89% of total)

 **194** paper survey responses (11% of total)

 **69%** of all respondents report living in a target neighborhood

 **top 5** neighborhoods were target neighborhoods



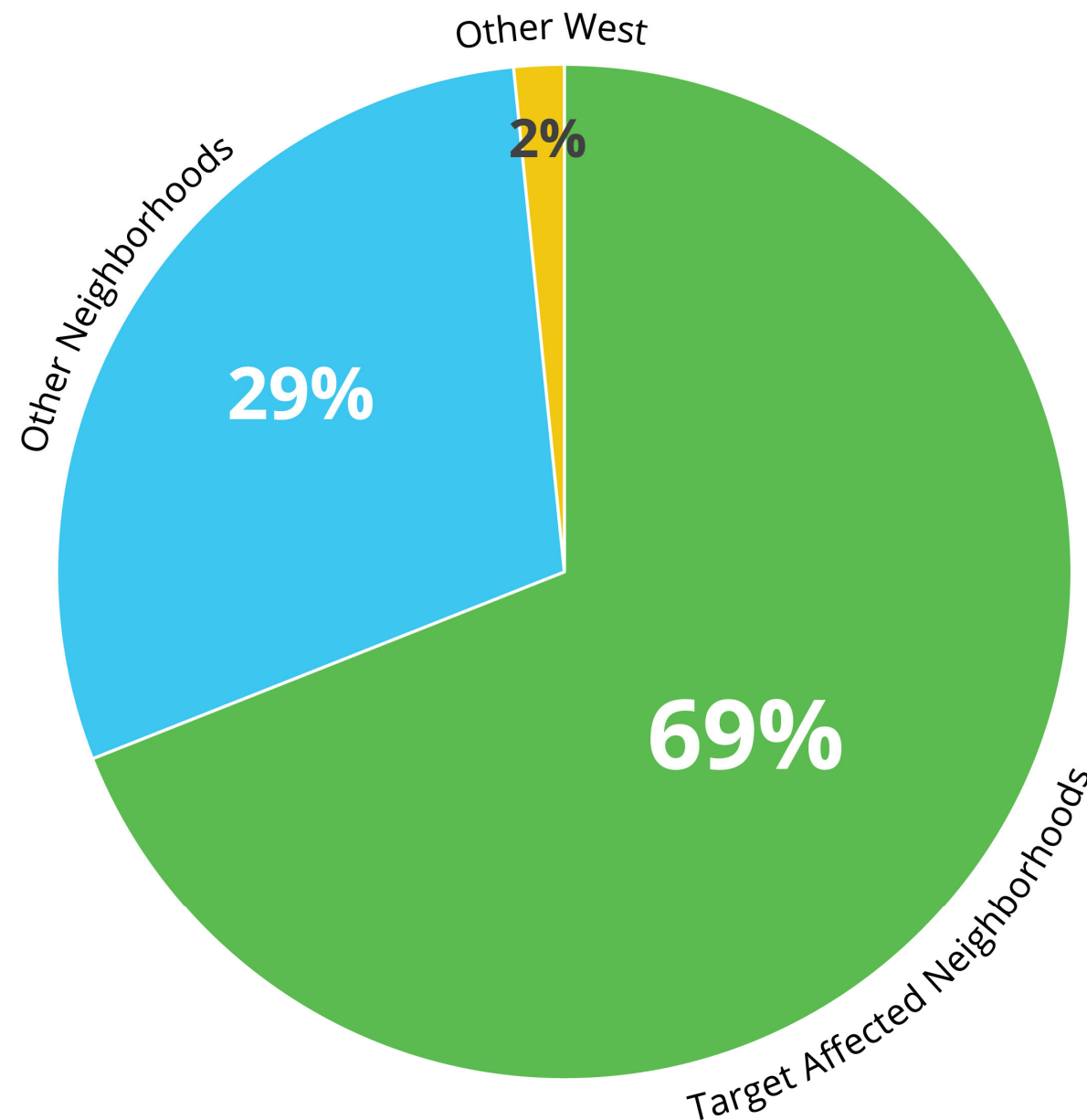
# Three Words for Chestnut & Walnut Streets

Public Survey Respondents  
said the streets were:

- Busy
- Dangerous
- Fast
- Traffic
- Speeding
- Cars
- Unsafe
- Congested

stressful central trees timed speedway hilly Busy crowded mess congestion travel  
highway hot trash restaurants driving better pedestrians convenient lanes  
long Wide fast people aggressive important biking Home bumpy  
unpredictable loud essential fast dangerous busy loud streets  
vital construction arterial chaotic corridors wide Stopped  
potholes aggressive drivers congested big cars road  
traffic Chestnut dangerous safe Busy confusing  
fast commercial speeding direct unsafe litter  
bike lanes Penn Crowded University scary major  
shopping bustling dirty narrow double parking students  
parking danger drivers accidents double-parking parked cars  
fast cars weaving buses Main artery vehicles many cars going  
one-way Reckless hectic noisy thoroughfare chaos businesses beautiful  
Potential food crazy lights Need unfriendly slow many

# Survey Responses by Geography

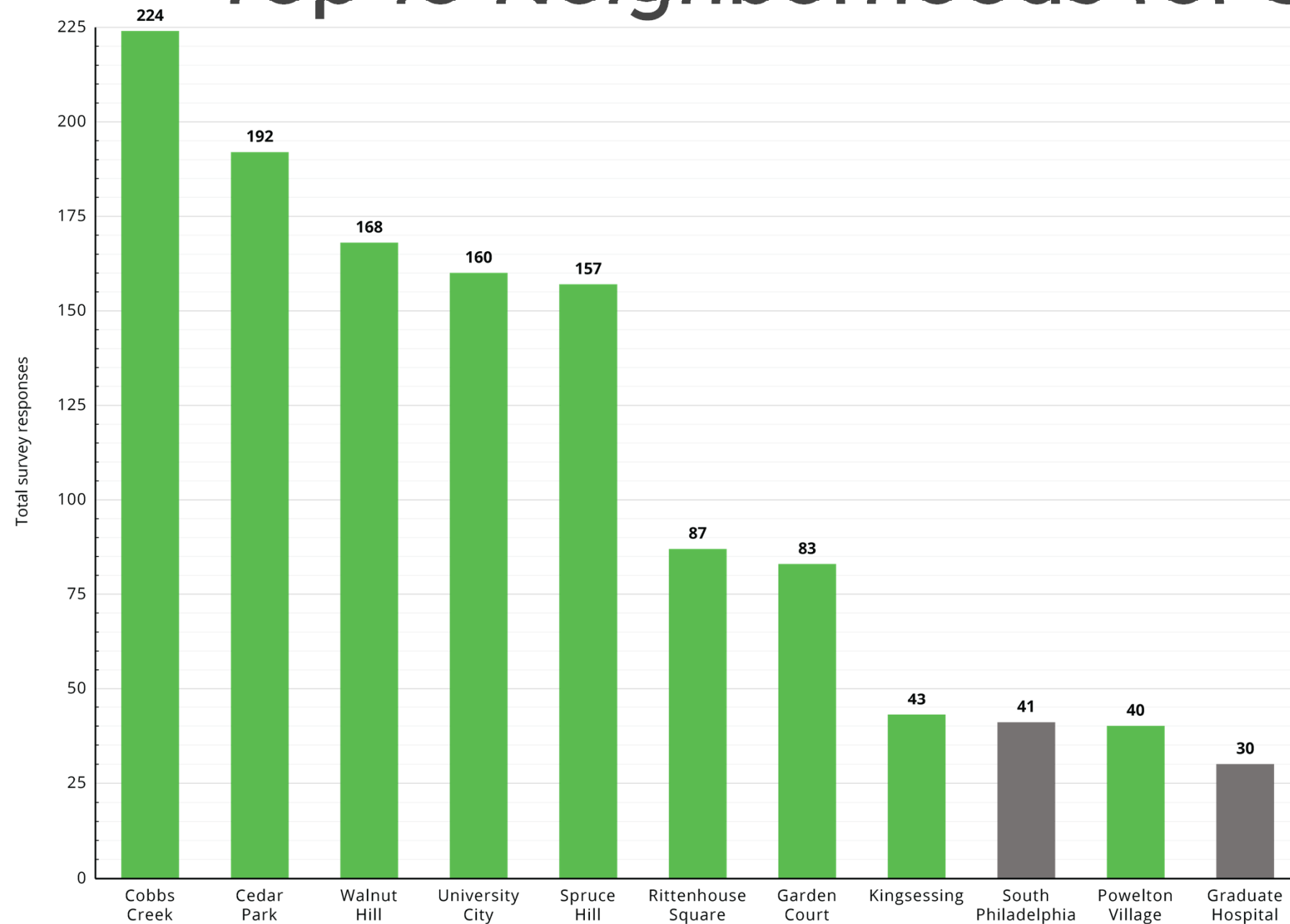


**91%** of people who completed the survey provided their neighborhood.

**69%** of people who provided a neighborhood self-identified as **members of one of the target affected neighborhoods, where Chestnut and Walnut are within or near the neighborhood.**

**2%** of people who provided a neighborhood self-identified as a resident of a different neighborhood in West Philadelphia or just wrote "West Philadelphia."

# Top 10 Neighborhoods for Survey Responses

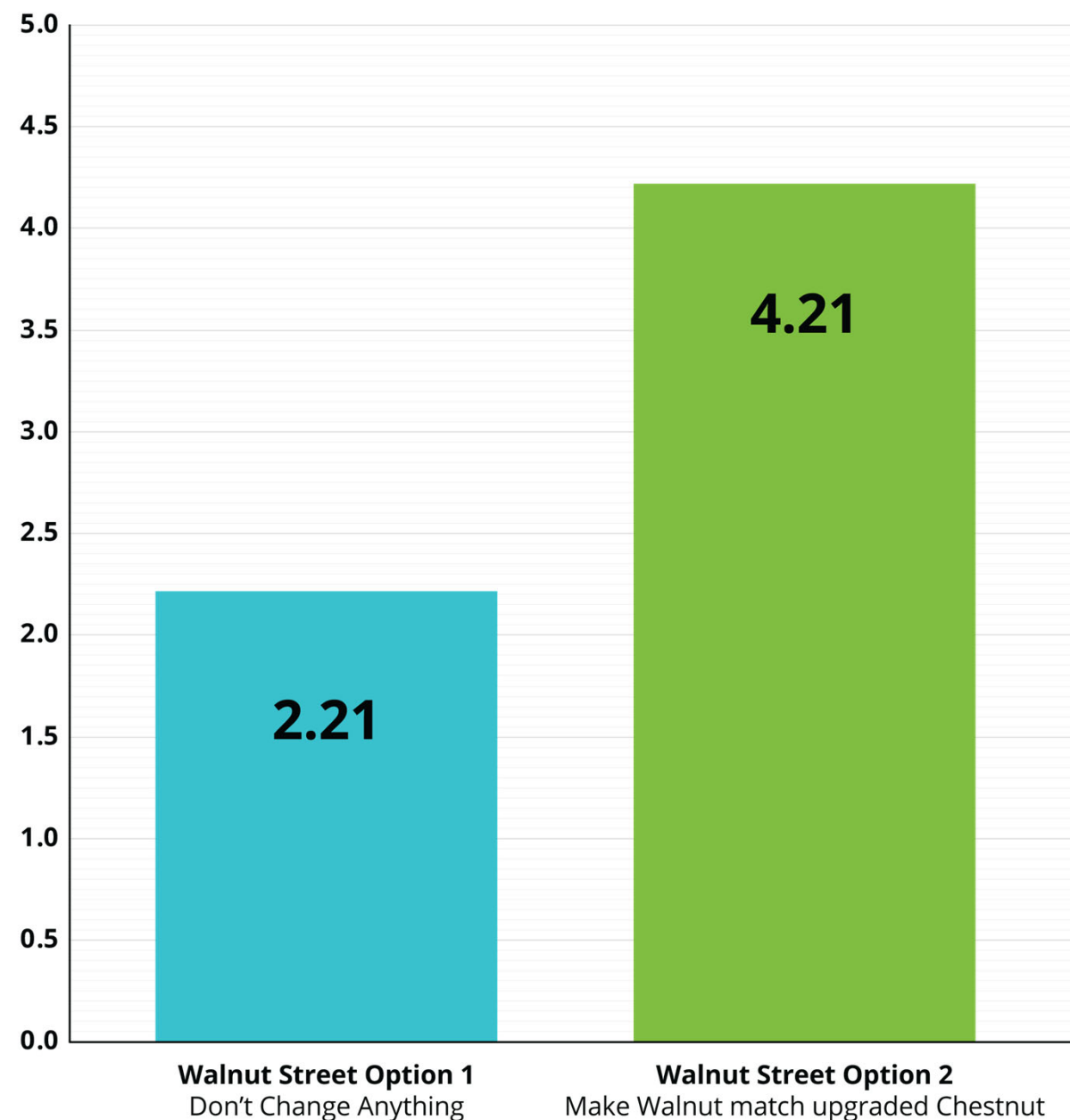


Looking at neighborhoods by number of responses, **eight (8) of the top ten (10) are target neighborhoods** along Chestnut and Walnut Streets.

**Target neighborhoods** include Cedar Park, Cobbs Creek, Garden Court, Haddington, Kingsessing, Mantua, Mill Creek, Overbrook, Powelton Village, Rittenhouse, Spruce Hill, University City, and Walnut Hill.

People who took the survey self-reported **78 unique neighborhoods, including areas outside the City**, like Upper Darby and Merion.

# Survey Results: Walnut Street Options



The chart at left shows the overall ratings for each of the two (2) Walnut Street options:

- **Option 1: Existing Layout** received an overall rating of **2.21** out of 5 stars.
- **Option 2: Parking Protected Layout** received an overall rating of **4.21** out of 5 stars.

Note: Online surveys required a rating for each option, but paper surveys were sometimes returned without a rating for one or more options. Average ratings account only for surveys with a rating for a given option. 91.8% of all respondents provided a rating for Option 1, and 91.7% of all respondents provided a rating for Option 2.



# Next Steps



## Next Steps

### City staff will:

- **Continue public outreach along Walnut to make sure residents stakeholders are aware of and share feedback on the project**
- Work with stakeholders on the layout and plans for Walnut Street in advance of 2023 paving
- Work with stakeholders & partner agencies to finalize Walnut Street design and parking and loading layout



# Questions?

Visit the project website at

<https://www.phila.gov/programs/complete-streets/projects/chestnut-walnut-repaving-and-complete-street-safety-project/>

OR

email [otis@phila.gov](mailto:otis@phila.gov) or [jeannette.brugger@phila.gov](mailto:jeannette.brugger@phila.gov)