

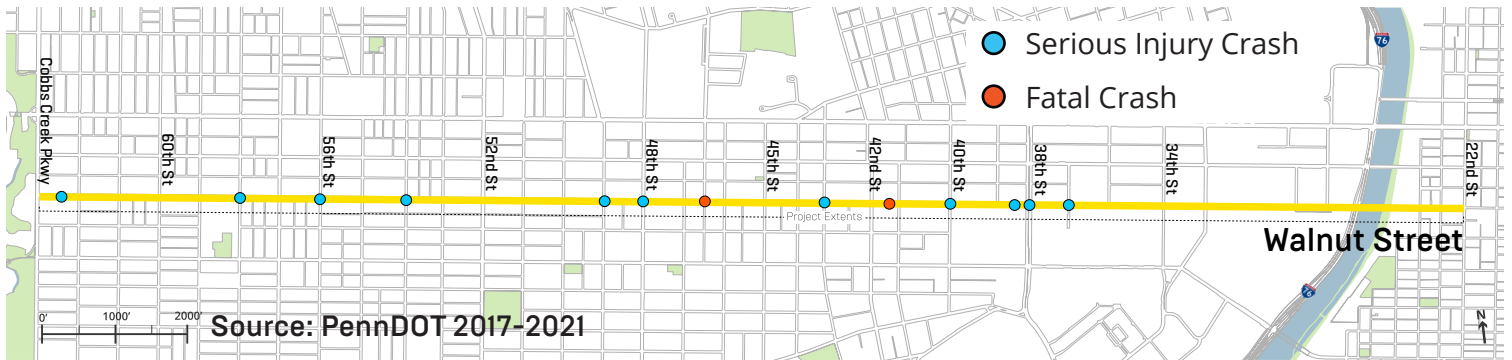
# VISION ZERO

CITY OF PHILADELPHIA

ZERO TRAFFIC DEATHS BY 2030

# Walnut St 22<sup>nd</sup> St - 63<sup>rd</sup> St Cobbs Creek Parkway Repaving & Safety Project

Winter 2022/2023



## PROJECT OVERVIEW

In 2023, PennDOT will repave Walnut Street from 33rd Street to 63rd Street. Walnut Street from 22nd Street to 33rd Street will be done separately.

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

## PROJECT GOALS:

- Repave for a smoother street
- Calm traffic and decrease aggressive driving
- Create safer and shorter crossings for people walking
- Preserve space for loading and parking
- Increase safety for people bicycling

## CRASHES ON WALNUT

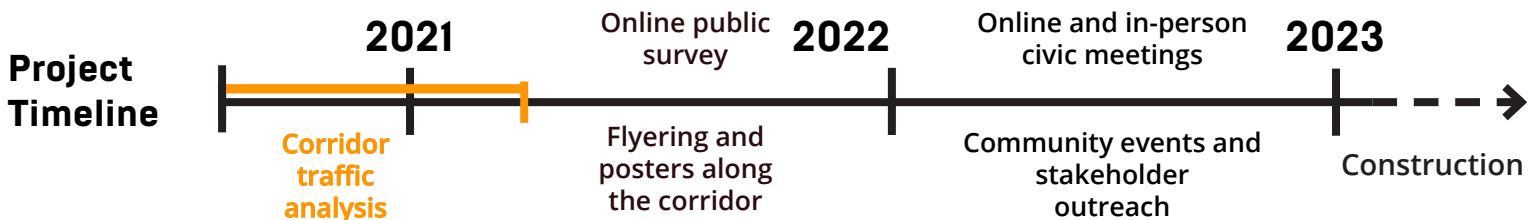


There were **375 crashes** on Walnut Street between 2017 and 2021. **Forty-five percent** of those crashes were caused by aggressive driving.

## INJURIES AND DEATHS ON WALNUT



**345 people** were injured and **3 people** were killed in crashes between 2017 and 2021 alone. There were **16 people** seriously injured.



Have a question?  
otis@phila.gov



Vision Zero PHL Information:  
www.visionzerophl.com

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## Planned Layout

### Walking and Taking Transit:

- Shortened distance for pedestrians to cross the street in front of moving vehicles.
- Walking space is further from moving vehicles mid-block.

### Driving:

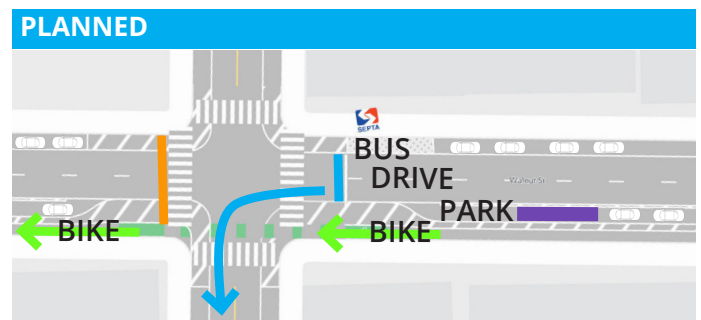
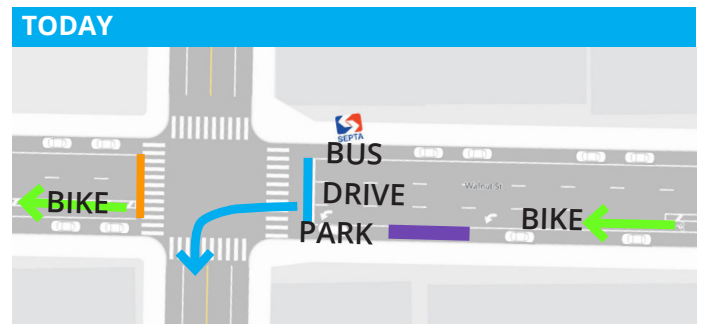
- Drivers will travel in a more controlled manner along, turning off of, and across Walnut.
- There will be less space for drivers to drive and pass aggressively.

### Biking:

- Bike lanes will be separate from moving vehicle lanes.

### Parking:

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



How did traffic safety change on Chestnut Street with the parking separated bikeway layout? This same layout is planned for Walnut Street.



After the parking separated layout was installed on Chestnut Street (45 - 34 Streets) in 2017, there was:

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

*People walking have less exposure to moving vehicles. People driving have a defined driving space along Chestnut Street.*