

48th & 47th Streets: Traffic Safety and Complete Streets Open House

SEPTEMBER 2023

How did this conversation start?

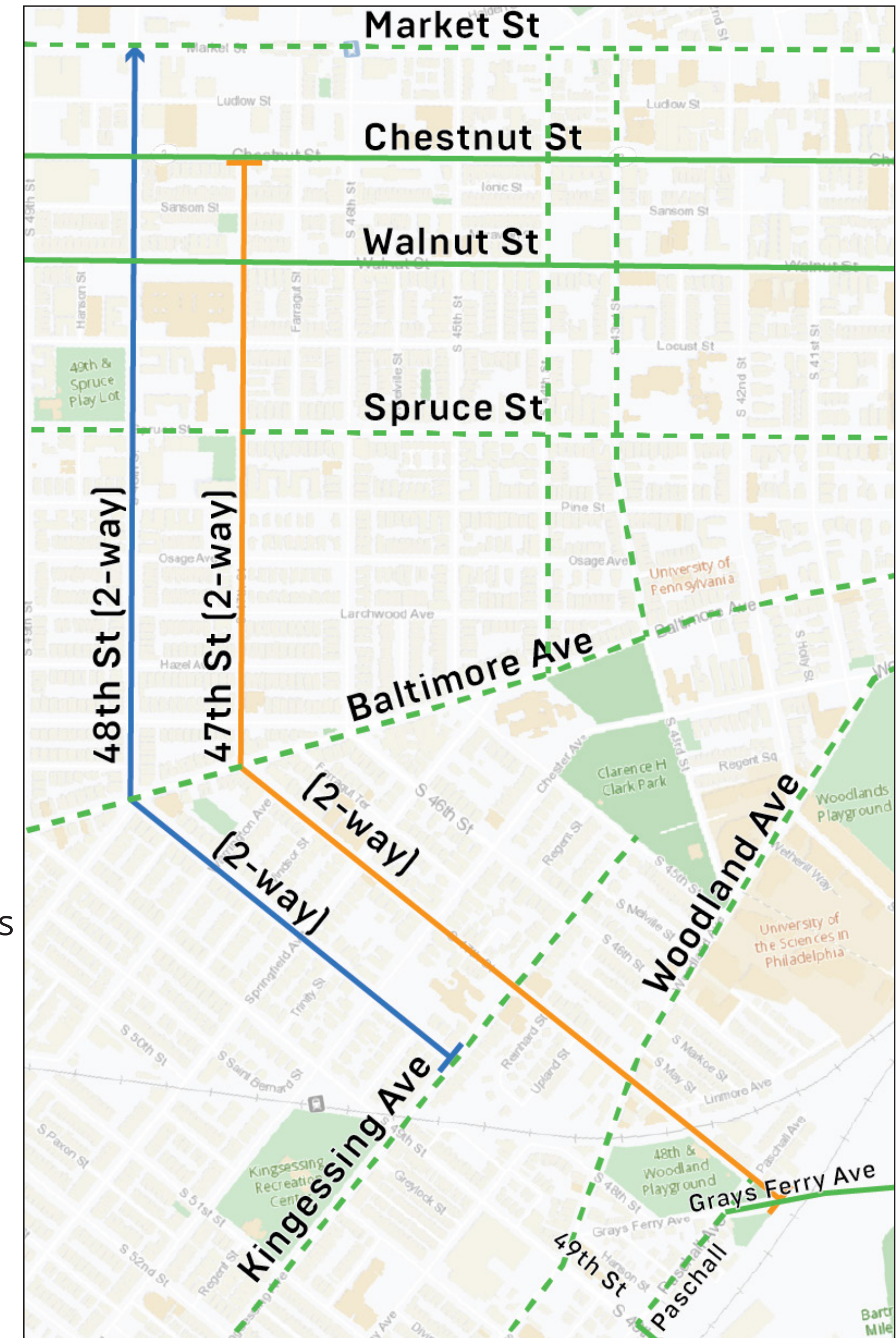
Neighbors on 48th Street reached out to the City before and during repaving to request that 48th Street not be restriped how it was before and ask for traffic calming. Neighbors on 47th Street have also requested traffic calming.

The repaving on 48th Street is an opportunity to change the layout of the street and improve traffic safety for all users, especially vulnerable populations.

We need your ideas and feedback to decide how 48th & 47th Streets should look, feel, and function in the future!



48th St and at Springfield Avenue, looking north (Source: Cyclomedia)



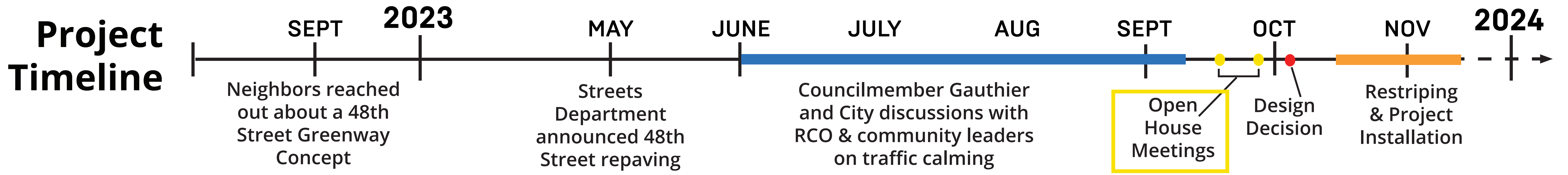
Today's Meeting Goals:

- Gather traffic safety concerns & locations
- Share information about the traffic calming toolbox
- Share ideas for traffic safety treatments on 48th & 47th Streets
- Find out what neighbors want to see for traffic calming treatments on 48th & 47th Streets

Vision Zero Goals:

- Improve safety for the most vulnerable road users: pedestrians and bikers
- Add traffic calming elements to encourage safe driving speeds
- Maintain driver access to residences and businesses
- Improve and connect the High Quality Bikeway through West Philadelphia

- 48th Street possible project limits
- 47th Street possible project limits
- Existing separated bike lanes
- Existing painted bike lanes



What have we heard from neighbors so far?

- Don't restripe 48th Street how it was before: Make it greener and safer for people walking, biking, and driving
- Slow down drivers on 48th Street & 47th Street, especially around schools and rec centers
- Add more green space and pedestrian plazas/parklets along the streets
- Upgrade pedestrian crossings for safety, especially at schools and parks
- Upgrade bike lanes to serve all ages and abilities
- Add stop signs at some intersections for safer pedestrian crossings
- Convert some traffic signals to stop signs to slow drivers



What happened with the 48th Street Greenway concept?

The 48th Street Greenway group proposed a two-way bikeway on 48th Street. The City is not moving the concept forward for the following reasons:

- Includes a bikeway at the minimum width (4-feet each way)
- Includes a narrow buffer space between parking and the bike lane, below the 3-foot standard width
- Includes a vehicle lane width on a SEPTA bus route that is below 11' wide

What do the statistics say about traffic safety?

There are traffic safety issues on both streets.

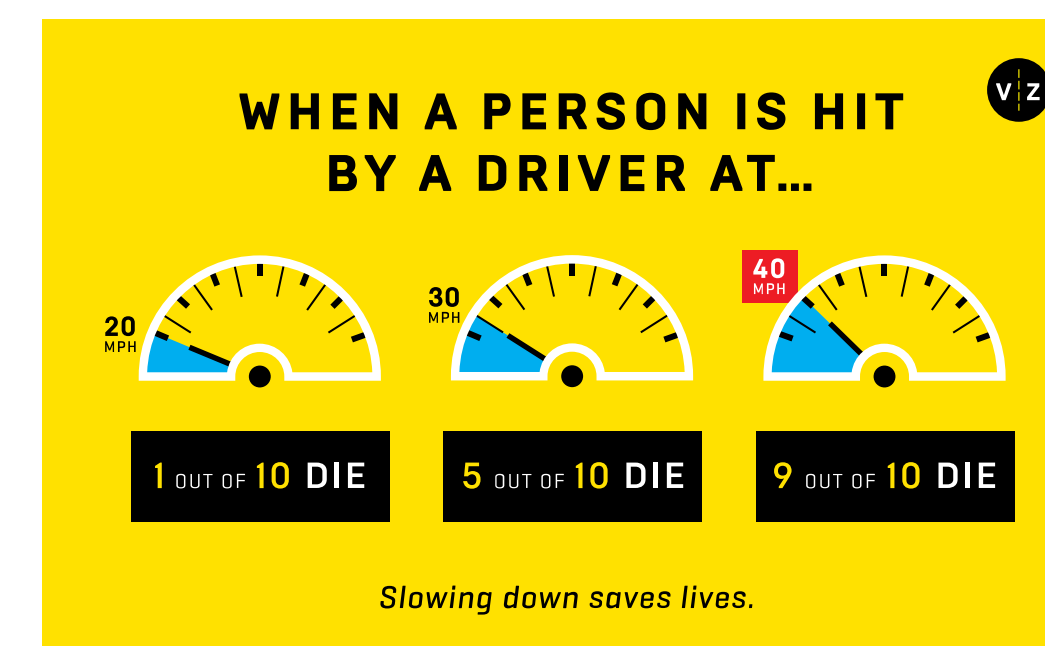
47th Street is on the **Vision Zero High Injury Network**, which is the top 12% of streets in Philadelphia that experience 80% of all serious & fatal crashes. 48th Street also has a high number of crashes, and has a wider street width than 47th Street.

Between 2018 and 2022, there were **135 crashes** on 48th & 47th Streets in the project area. **26** crashes involved people walking, **4** involved people biking. These include sideswipe crashes, head-on crashes, and crashes into surrounding buildings due to excessive speed.

9 people were seriously injured



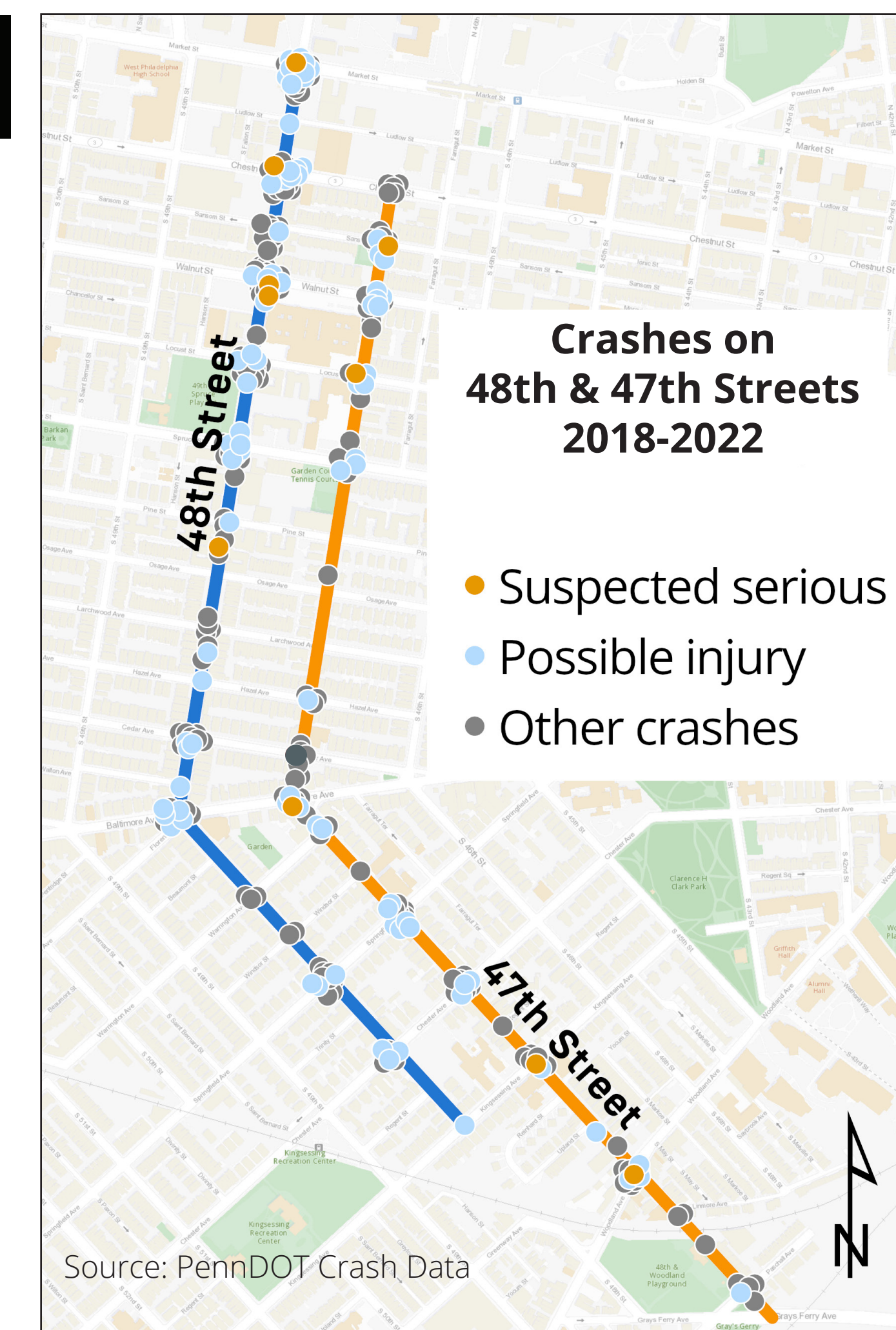
Slower driving is safer for all users.



In August 2022, a person driving a car crashed into parked cars (Source: Neighbor-submitted)



In November 2022, a person driving a van crashed into Lee's Deli at 47th and Baltimore (Source: westphillylocal.com)



Tools & Impacts



Speed Cushions

- Slows down drivers while allowing emergency vehicles to pass through
- Already installed in select locations (Lea Elementary, 48th & Woodland Playground, on 47th St)
- Opportunity to install more throughout 48th & 47th



Painted Curb Extensions

- Slows down drivers going through and turning onto street
- Narrows crossing distance for pedestrians
- Opportunities for larger pedestrian plazas at wide intersections



Separated Bike Lanes

- Places the bike lane in between the curb and the parking lane to shield cyclists from moving traffic
- A buffer zone allows for flexpost installation to keep bike lane clear of car doors
- Narrows crossing distance for pedestrians in front of moving vehicles



Traffic Signals to Stop Signs

- Converting signals to all-way stop signs reduces possible speeding through green lights
- Requires drivers to pause at each intersections, allowing time to scan the crosswalk



One-Way Conversion

- Decreases overall vehicle traffic volume on the street
- Displaced traffic will go to parallel streets
- Eliminates risk of head-on vehicle crashes
- Pedestrians only have to look one way when crossing the street

How is traffic calming better for all street users?

- **For people driving**, there will be a slower and more predictable driving environment with less risk of hitting other road users.
- **For people biking**, slower drivers means the street will be more comfortable for those who are interested but concerned about biking.
- **For people walking, taking transit, and with mobility issues**, there will be safer, shorter, and high-visibility crossings of 48th and 47th Streets and cross-streets, reducing risk of injury.
- **For all residents**, there will be more places and opportunities to play, socialize, and relax outside on the street.



The 48th and Baltimore pedestrian plaza will be restored after restriping. (Source: University City District)

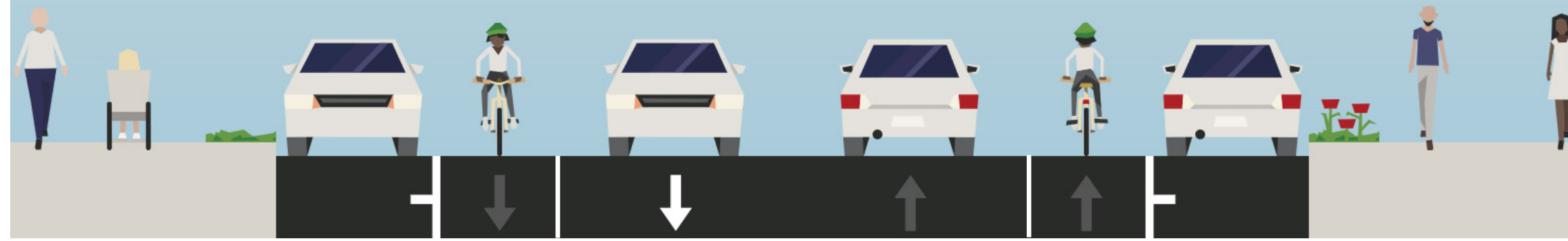
Existing Conditions & Layout Option 1

48th Street

Existing Conditions

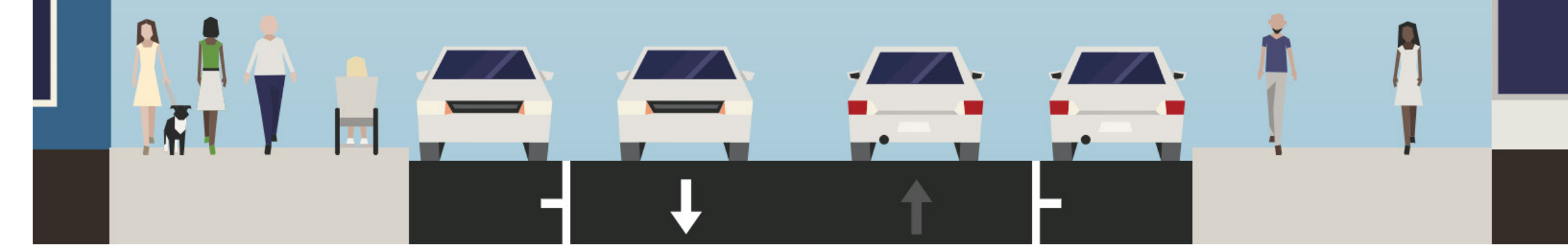
47th Street

Market to Kingsessing



- Two-way traffic, parking on both sides
- Conventional bike lanes on 48th Street only
- Speed cushions installed at some blocks

Chestnut to Paschall
(width varies)



48th and Springfield looking north (Source: Cyclomedia)



47th and Hazel looking north (Source: Cyclomedia)

48th Street

Option 1: Small Changes

47th Street



- Add speed cushions on more blocks
- Select two-way to all-way stop sign conversions
- Add painted pedestrian areas at some corners



48th Street

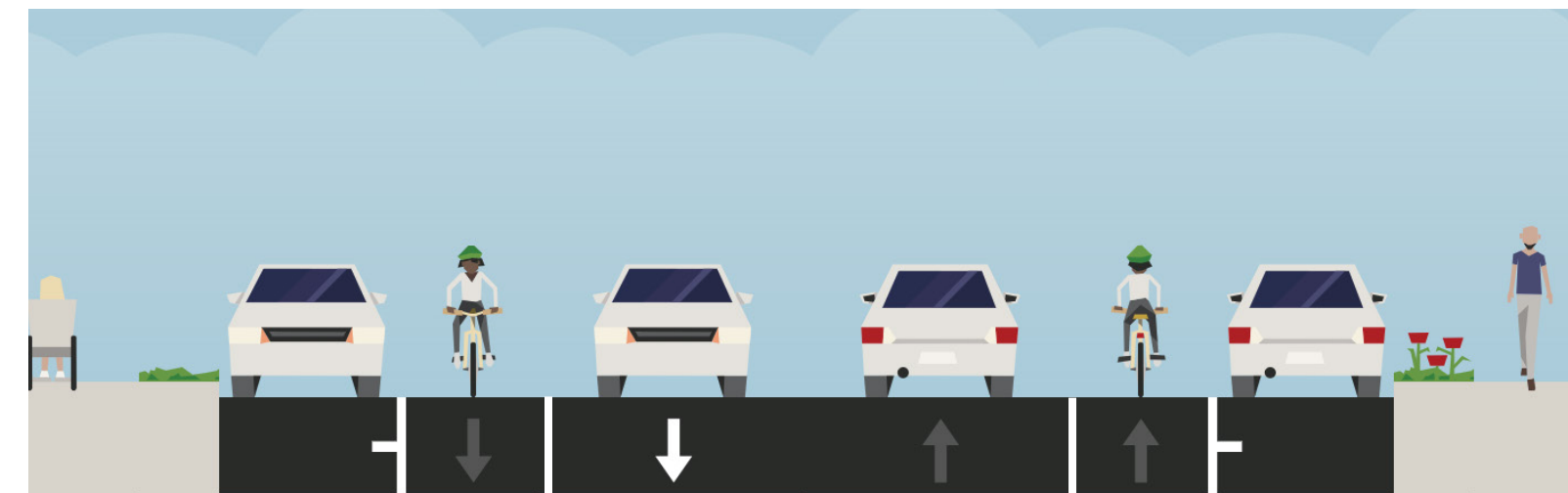
Option 2: Complete Streets

47th Street

Option 2 includes all elements of Option 1, and additionally reconfigures traffic flow on 48th and 47th to allow for a one-way bike lane pair. Details by street:

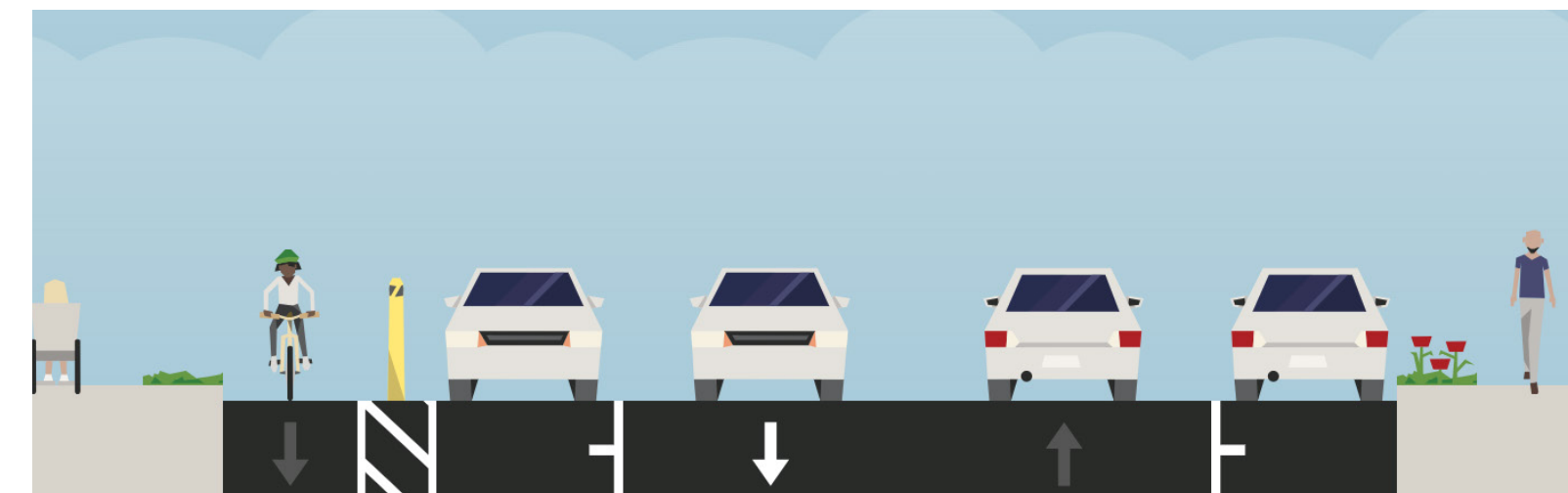
Market to Walnut

- Maintain painted bike lanes to facilitate northbound travel past Market Street



Walnut to Kingsessing:

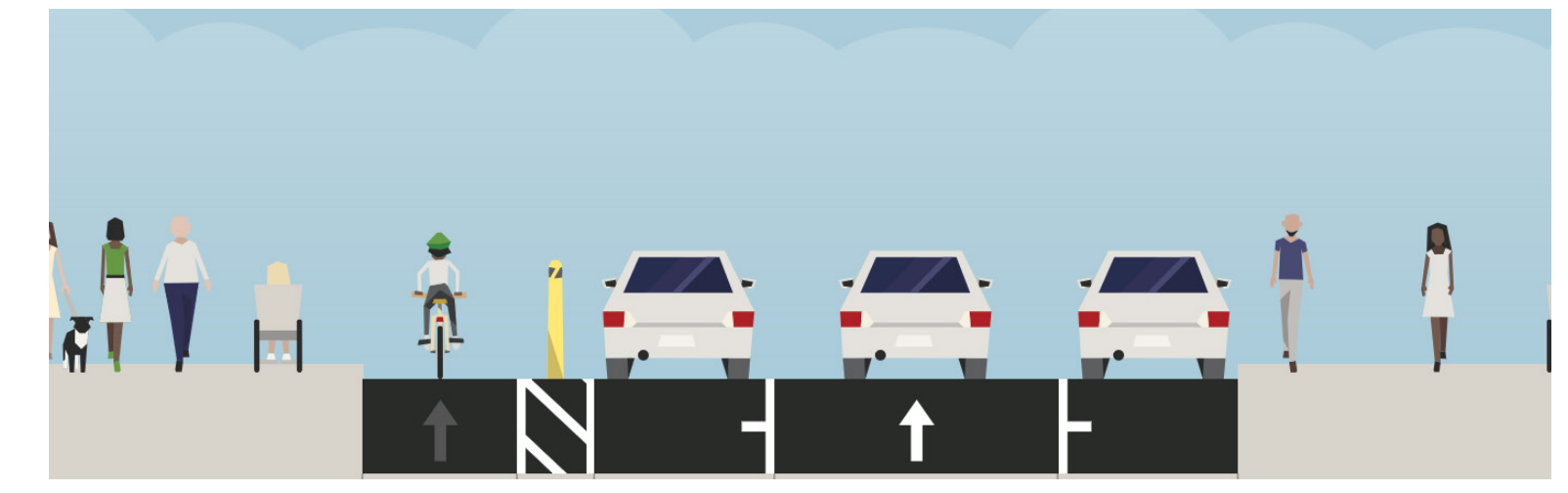
- Remove northbound bike lane, which is diverted to 47th
- Convert southbound bike lane to a parking-separated layout



Parking separated bikeway street, Chestnut Street

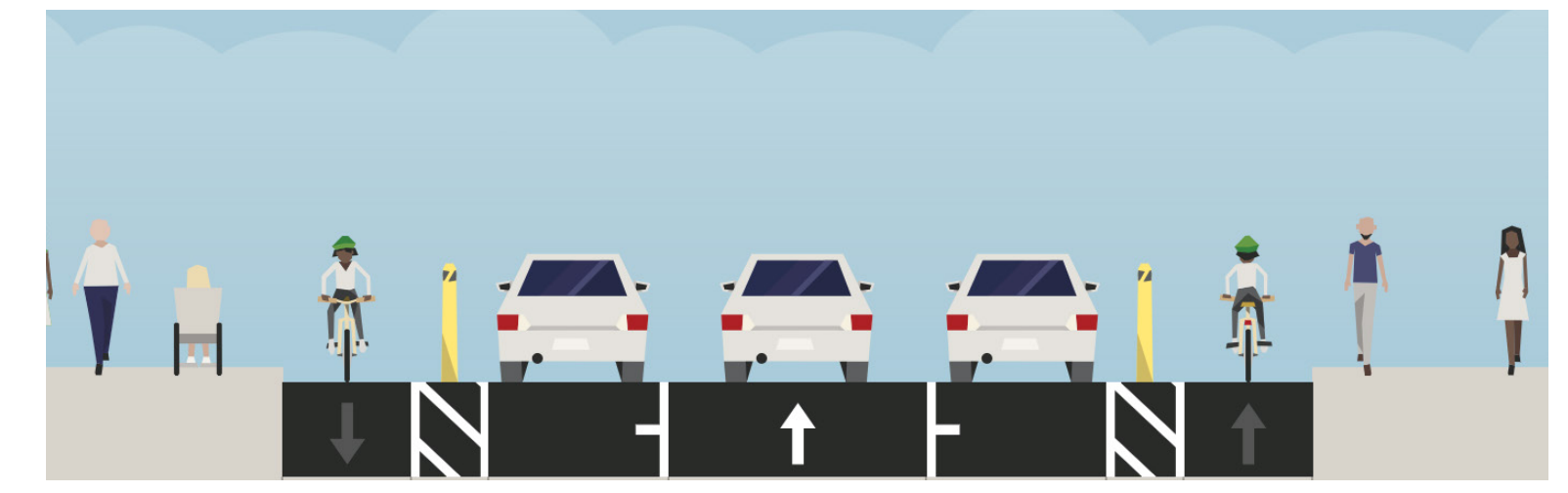
Chestnut to Kingsessing:

- Remove southbound vehicle traffic lane
- Add a parking-separated northbound bike lane



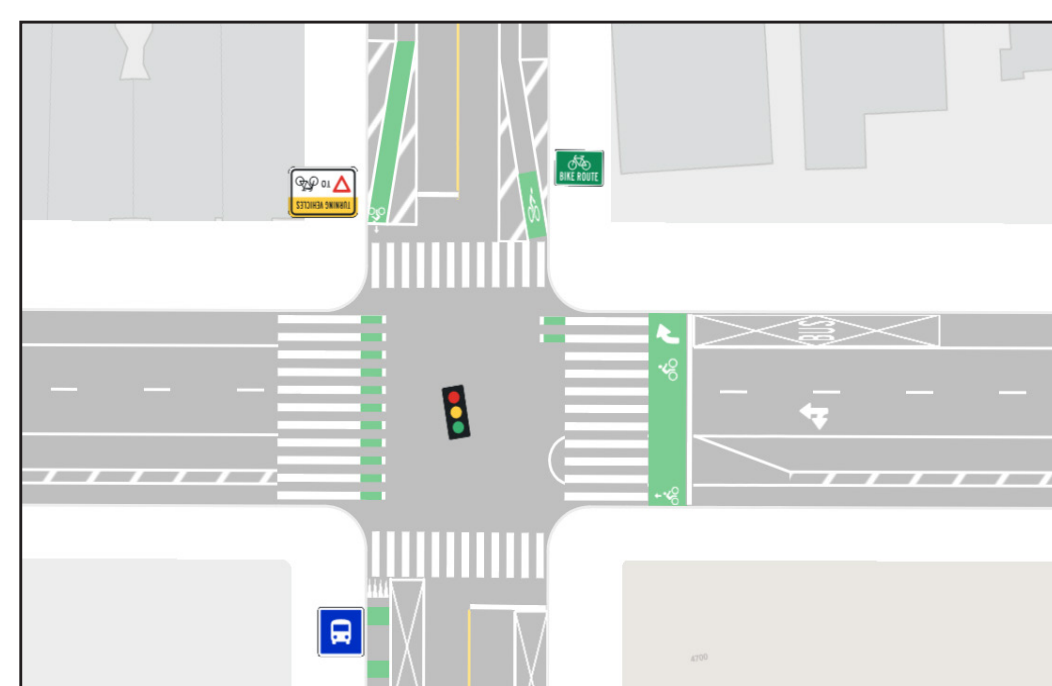
Kingsessing to Paschall

- Add a parking-separated northbound and southbound (contraflow) bike lane

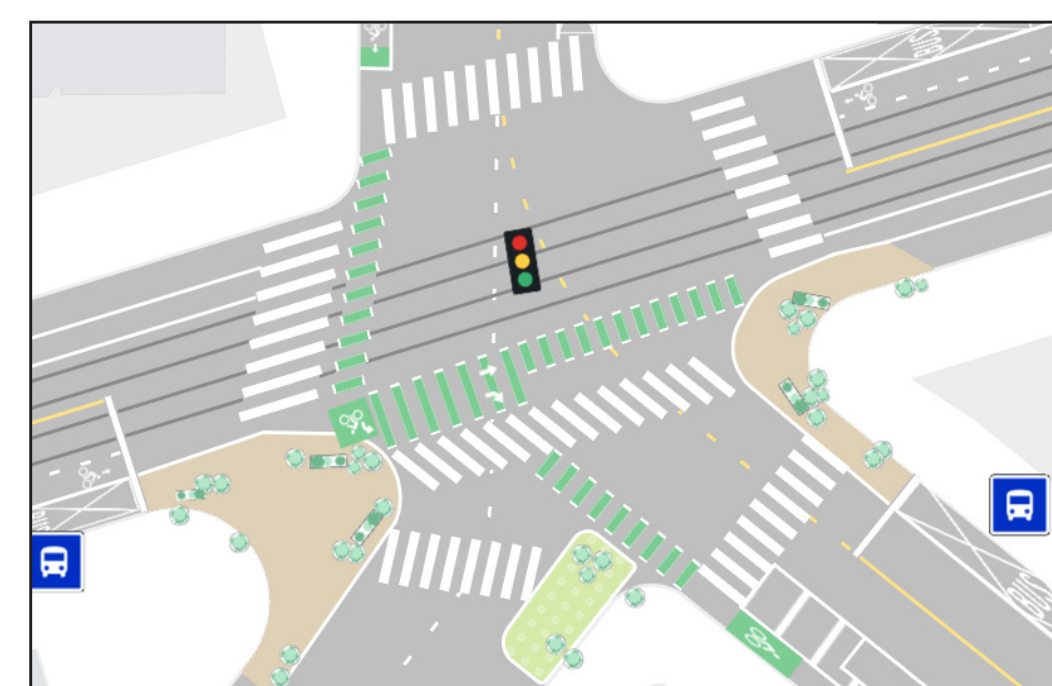


Parking separated bikeway on a one-lane one-way street, 22nd Street

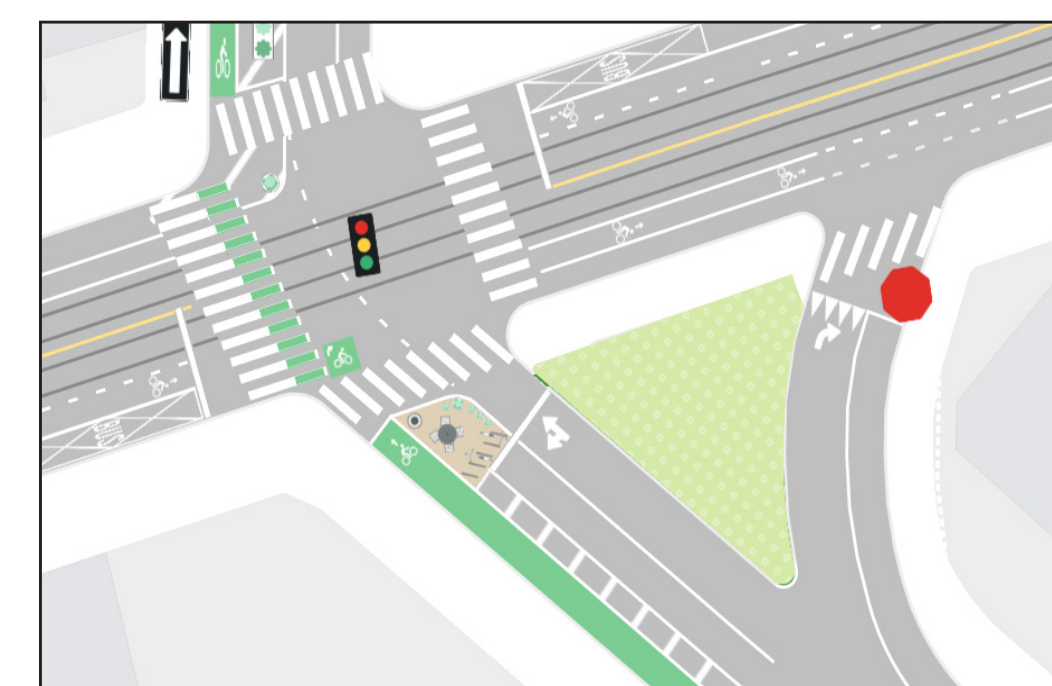
Conceptual Intersection Diagrams



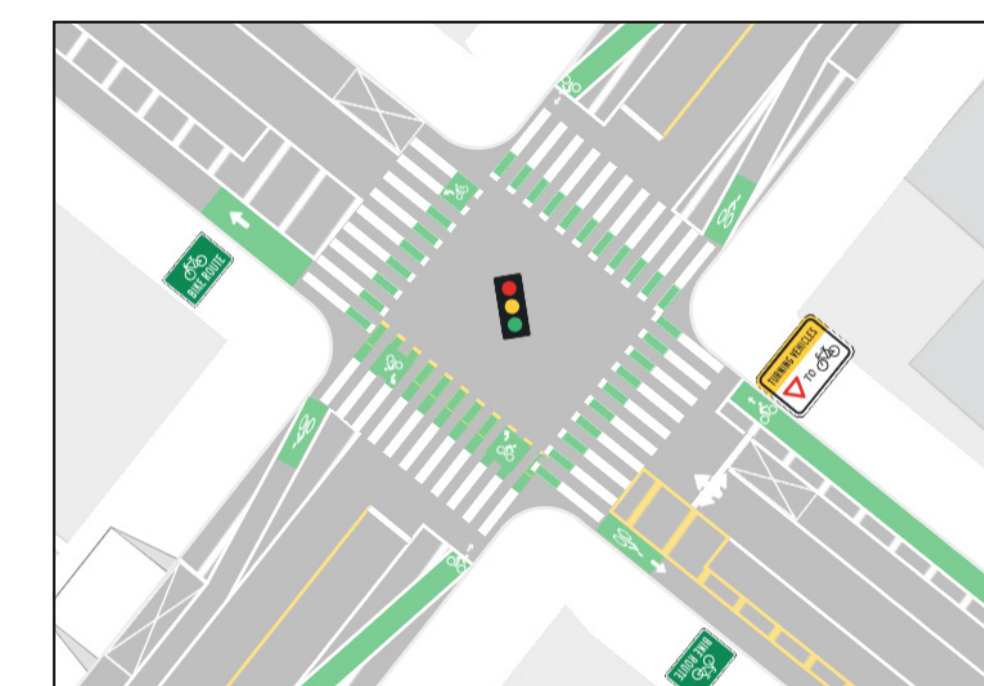
48th and Walnut



48th and Baltimore

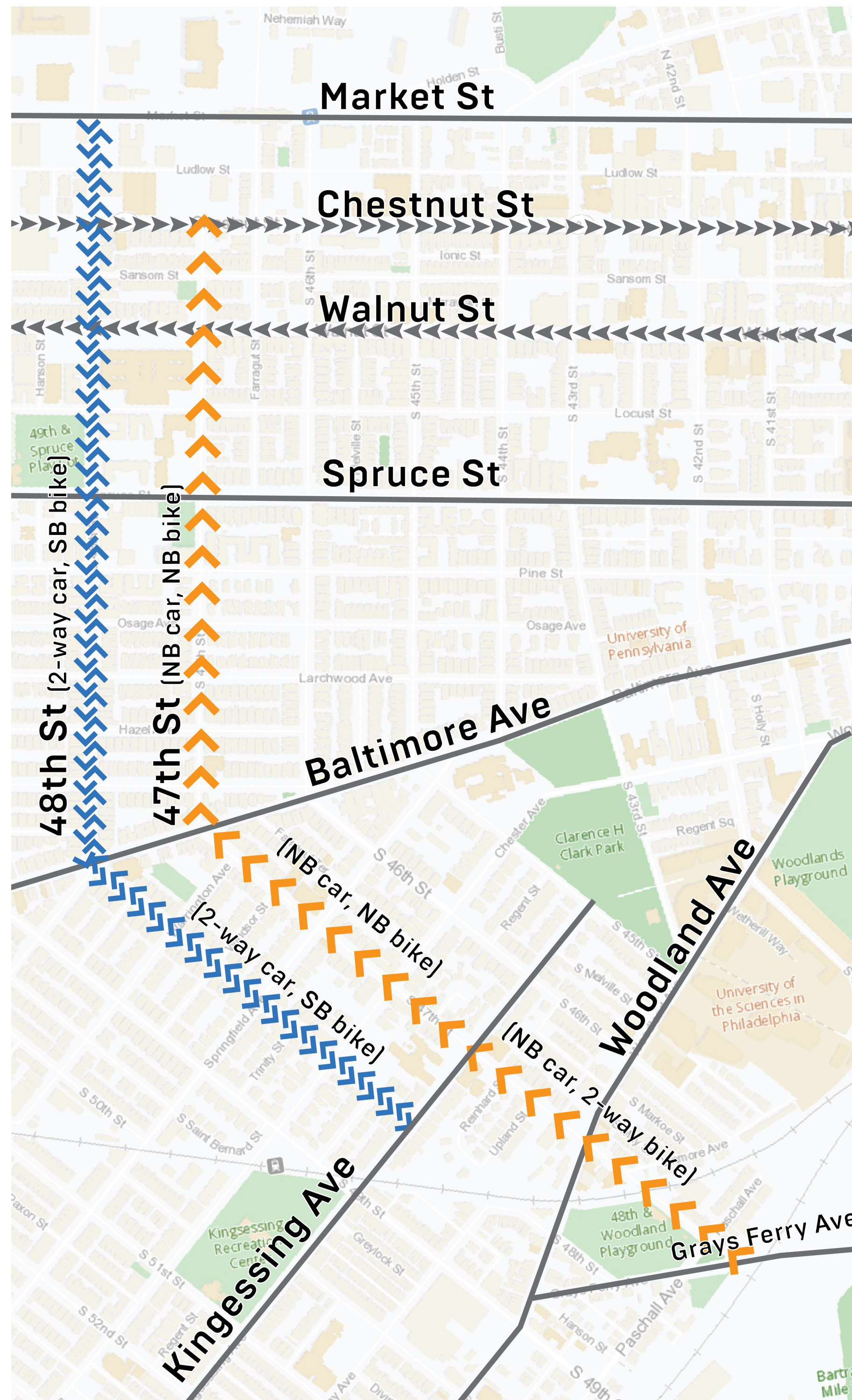


47th and Baltimore



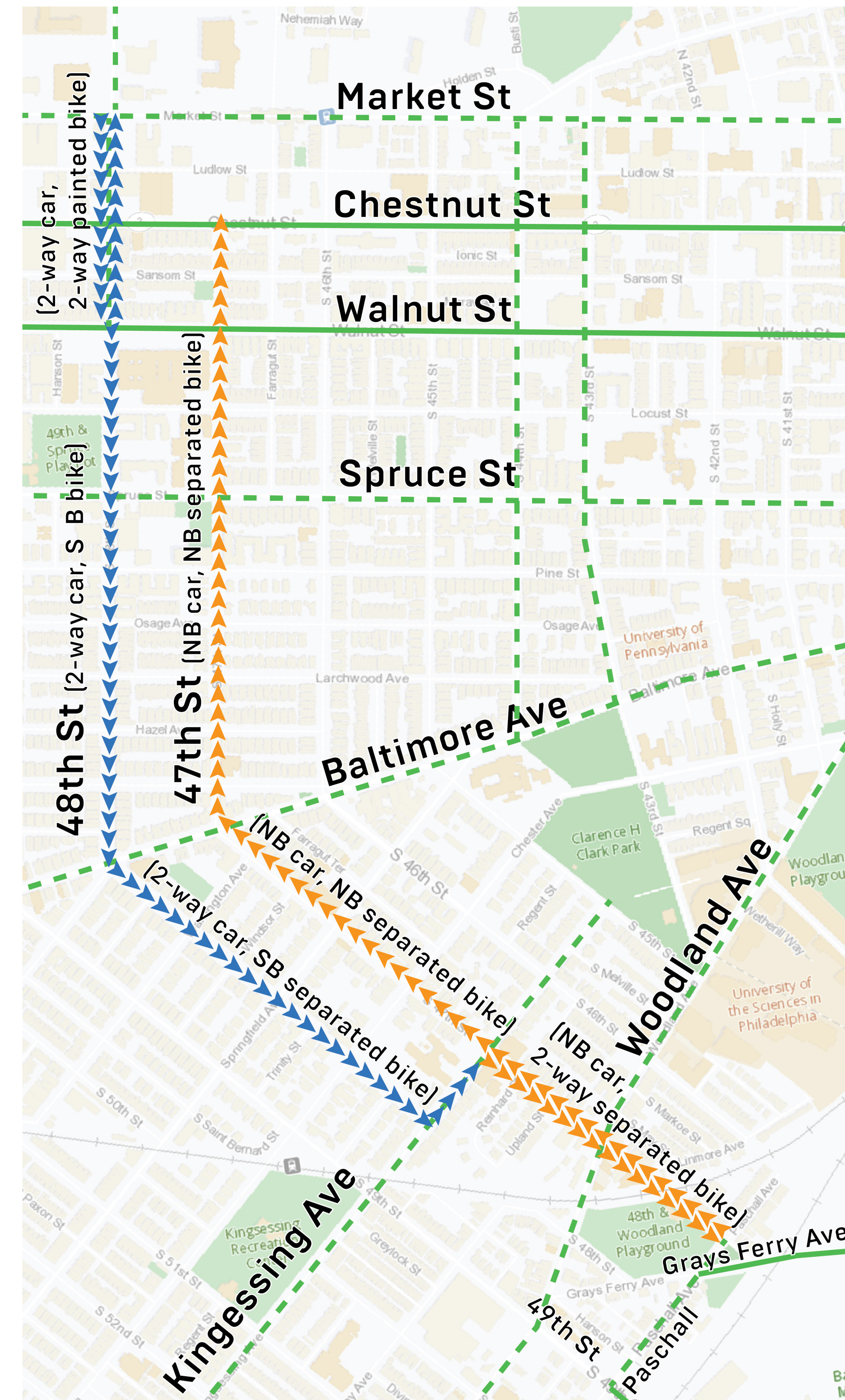
47th and Kingsessing

Vehicle Travel Network



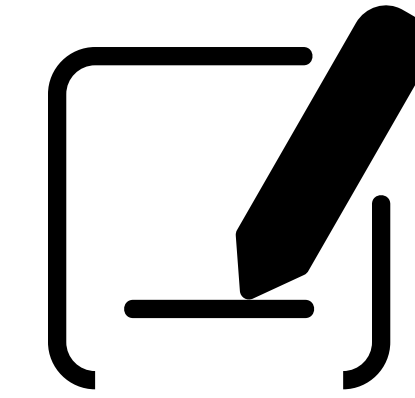
- 48th Street remains two-way for vehicles
- 47th Street is one-way northbound between Paschall and Market to maintain direct travel from the Grays Ferry Bridge
- People driving to the Grays Ferry Bridge can use 48th Street or Grays Avenue
- People driving from Upland, Reinhard, and Regent Streets will turn north on one-way 47th Street and use the street network to get to points south

Bikeway Travel Network



- 48th & 47th Streets would each have a one-way parking separated bike lane
- The 47th Street bike lane ends at Chestnut Street
 - » To continue northbound, people biking would turn left on Walnut then right on 48th Street
- 48th Street southbound ends at Kingessing Avenue
 - » To continue southbound to the Grays Ferry Bridge, people biking would turn left on Kingessing, then right on 47th St, right on Paschall

Share your thoughts here!

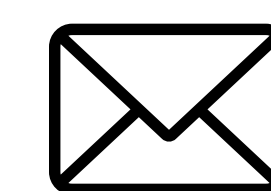


**Before you leave...
Please fill out the Exit Survey!**

With the results of today's feedback, City staff and Councilmember Gauthier's office will:

- Address concerns at specific locations
- Tally the results from the Exit Survey
- Decide which option will be installed this Fall
- Share results with community leaders

Stay in touch to hear about next steps:



otis@phila.gov



phila.gov/otis

THANK YOU!