

47th & 48th Streets: Traffic Safety and Complete Street Projects

FEBRUARY 2024

February 7th Meeting Agenda

6:30 - 7:30 Open House - Board Review

1. Why this Project?
2. September 2023 Options Review
3. September 2023 Meetings Feedback Summary
4. City Recommendation for 48th Street
5. City Recommendation for 47th Street
6. Next Steps & Feedback Details

7:30 - 8:30 City Presentation and Q&A moderated by Councilmember Gauthier

Today's Meeting Goals:

1. Share City recommendation for 48th & 47th north of Kingsessing Avenue
2. Gather final feedback on 48th Street
3. Share City recommendation on the area south of Kingsessing Avenue



*In August 2023, a person driving a car crashed into parked cars and onto the sidewalk on 48th St
(Source: Neighbor-submitted)*

47th & 48th Streets: Traffic Safety and Complete Street Projects

FEBRUARY 2024

Why this project?

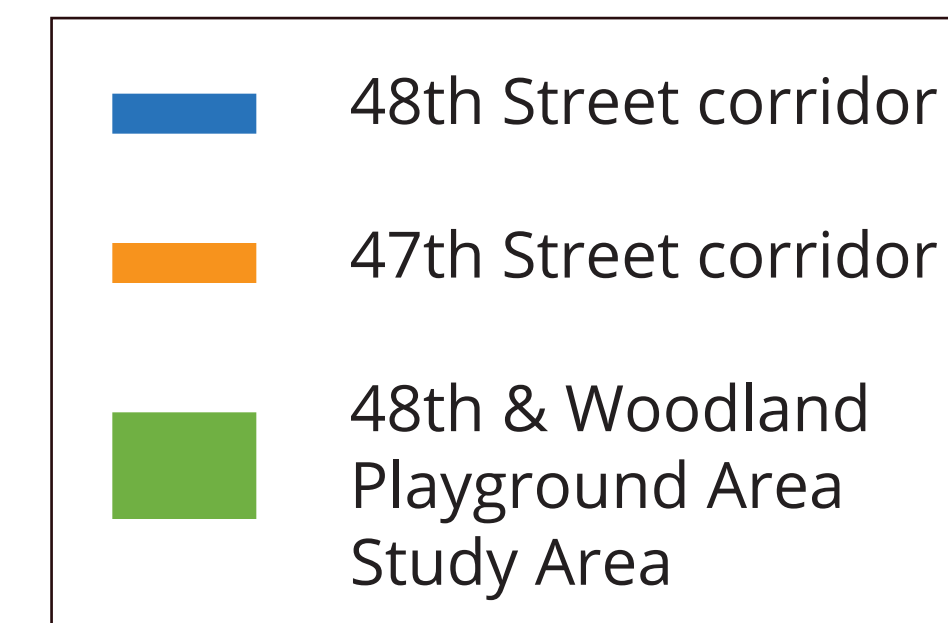
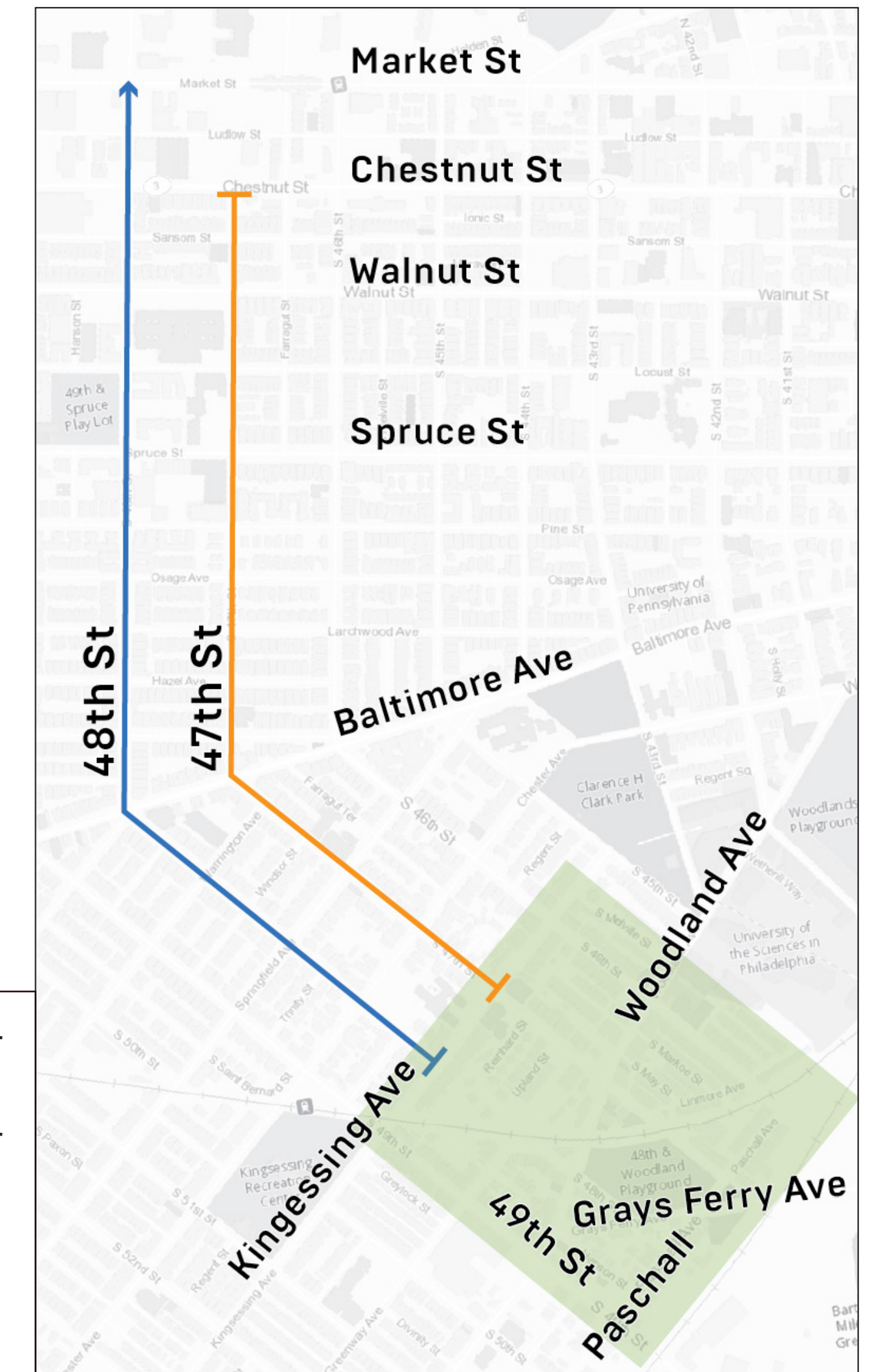
The repaving on 48th Street is an opportunity to change the layout of the street and improve traffic safety, especially for vulnerable users.

At the September 2023 open house meetings, attendees shared their traffic safety concerns and voted on two concepts.

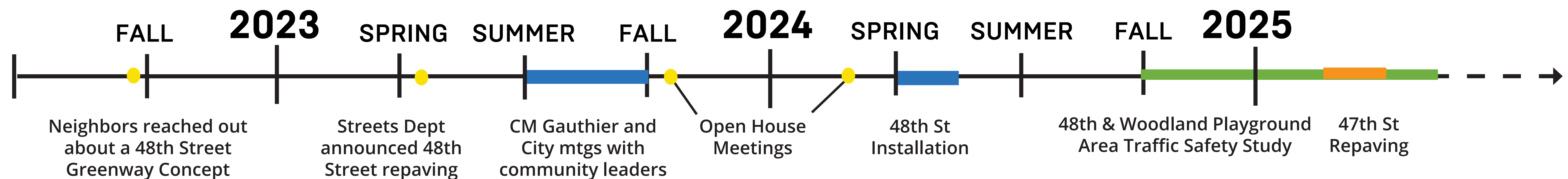
We need your input on how 47th & 48th Streets should look, feel, and function in the future!

Project Goals:

- Add traffic calming elements to discourage aggressive driving
- Improve safety for the most vulnerable road users: pedestrians and bikers
- Maintain driver access to residences and businesses
- Improve and connect the High Quality Bike Network through West Philadelphia



Project Timeline



What options were presented?

OPTION 1: SMALL CHANGES

- Add speed cushions on more blocks on both streets
- Convert select two-way stop signs to all-way stop signs
- Add painted pedestrian areas at some corners
- Convert select traffic signals to all-way stop signs



OPTION 2: COMPLETE STREETS

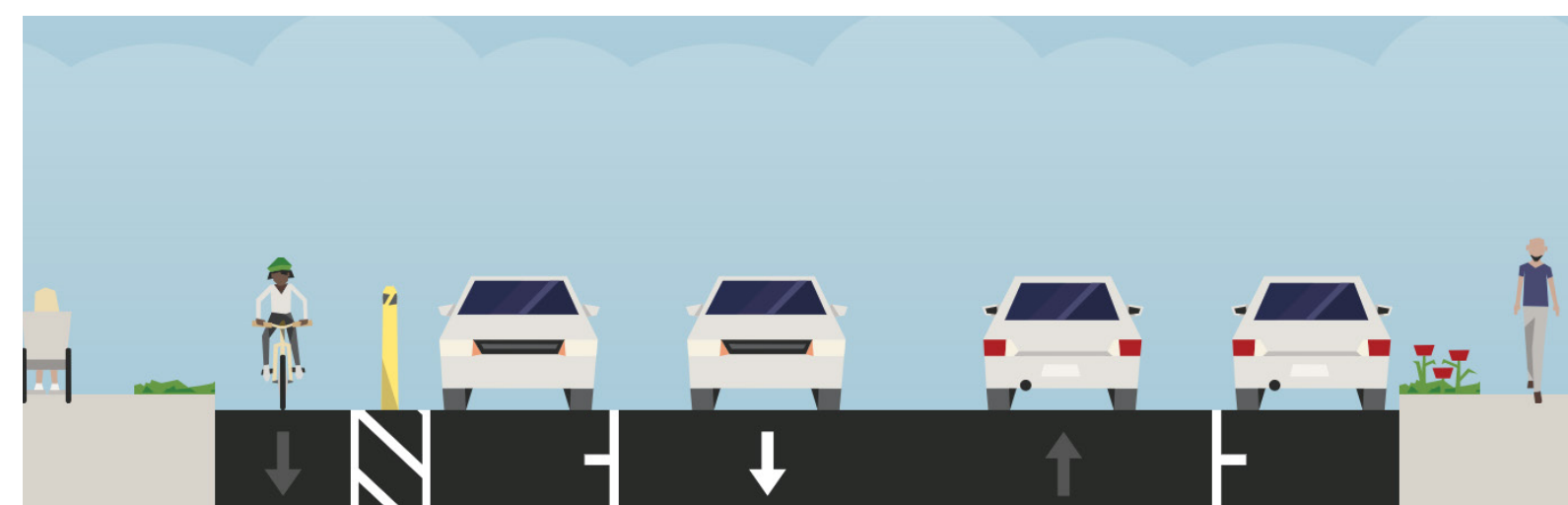
48th Street

47th Street

All changes from Option 1, in addition to:

Walnut to Kingsessing:

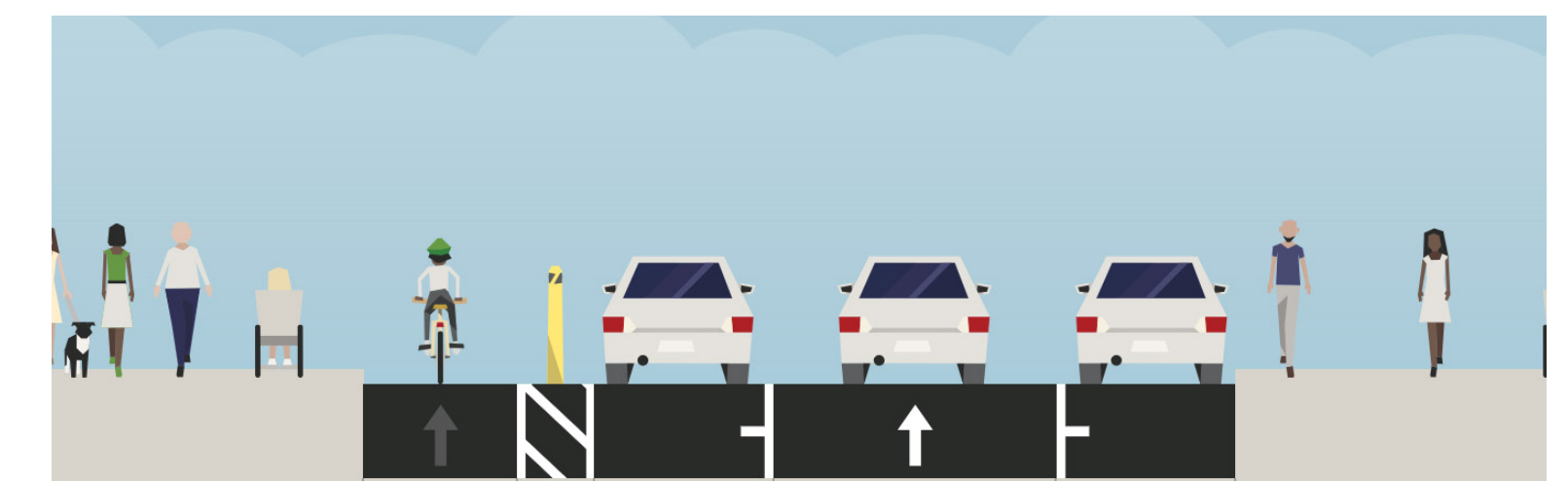
- Remove northbound painted bike lane, which is diverted to 47th
- Convert southbound painted bike lane to a parking-separated layout



Parking separated bikeway street, Chestnut Street

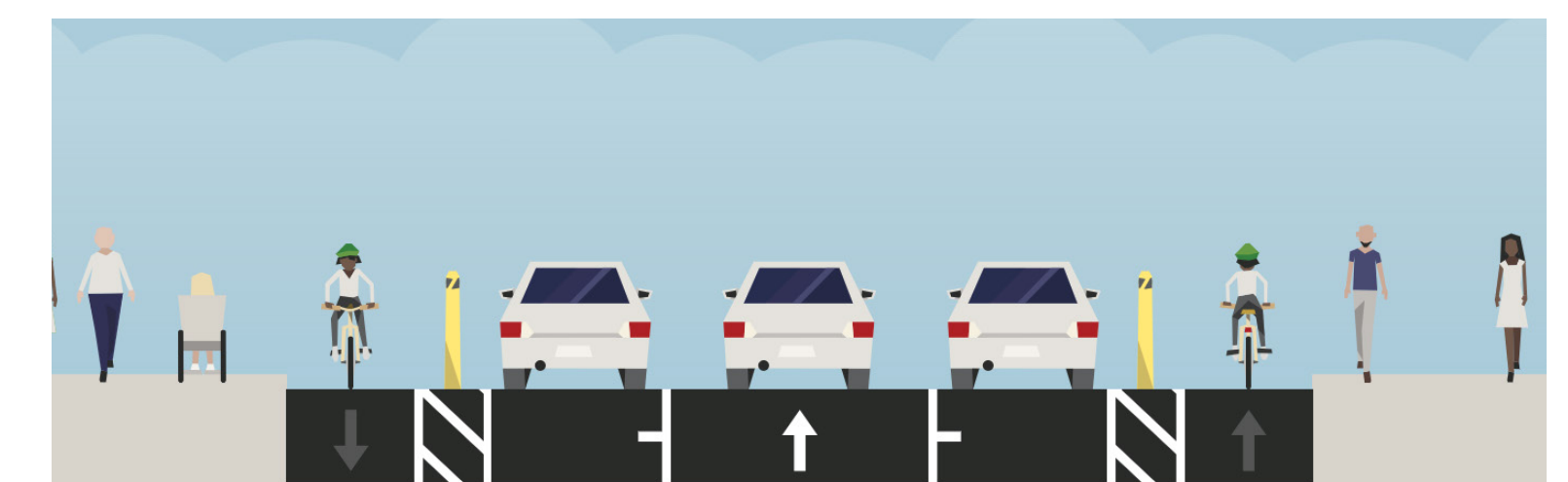
Chestnut to Kingsessing:

- 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



Meeting Attendance

Meeting 1: 48th & Woodland Playground



- 120+ attendees
- 85 exit surveys

Meeting 2: St Francis de Sales Auditorium



- 250+ attendees
- 167 exit surveys

Exit Survey Results

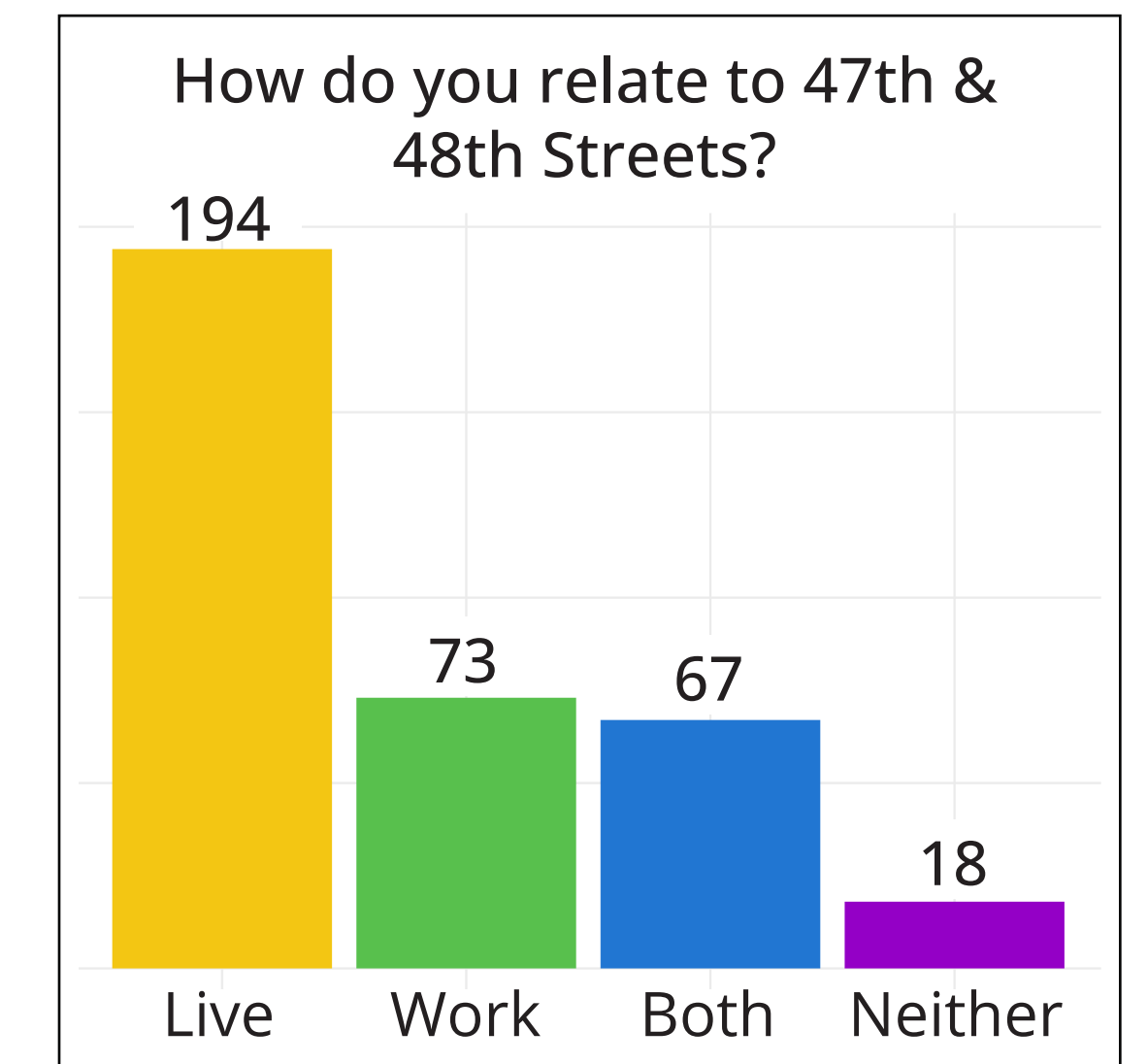
People feel that traffic safety today on 47th & 48th is not great



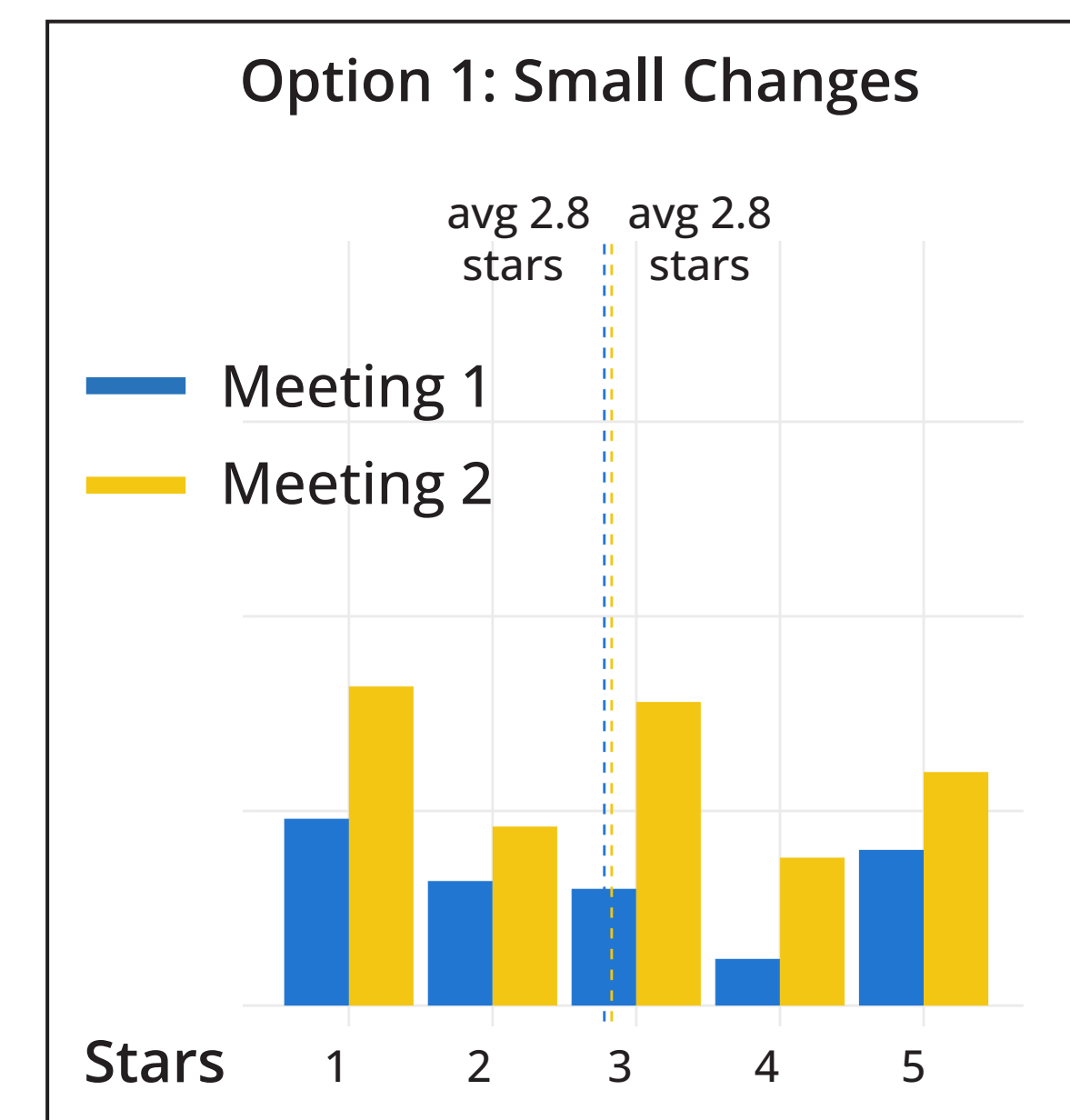
Meeting 1
Average
1.7 Stars

Meeting 2
Average
1.8 Stars

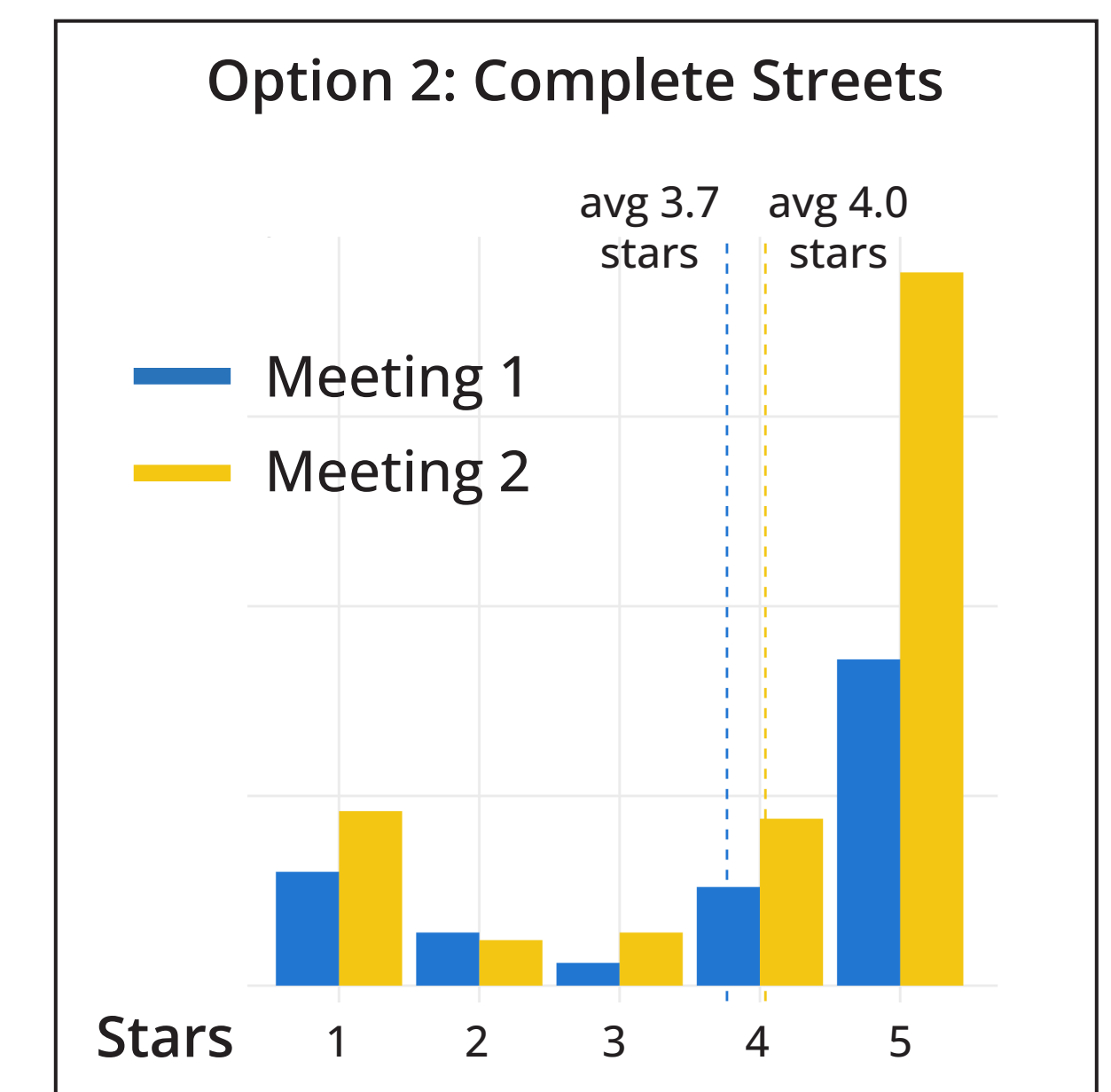
Most people who attended the meetings live or work along 47th & 48th Streets



People on average preferred Option 2: Complete Streets



Meeting 1 Avg LOW HIGH
Meeting 2 Avg LOW HIGH



Meeting 1 Avg LOW HIGH
Meeting 2 Avg LOW HIGH



What else did neighbors say?

Surveys responses included other important feedback:

- Aggressive driving is an issue on all area streets
- Traffic may be impacted by one-way street proposal
- Street designs may impact electric vehicle charging stations
- The proposal may impact traffic flow to access the Grays Ferry Bridge
- The proposal on 47th may push southbound traffic to other streets
- Please do something to improve traffic safety soon

COMPLETE STREET FROM MARKET - KINGSESSING

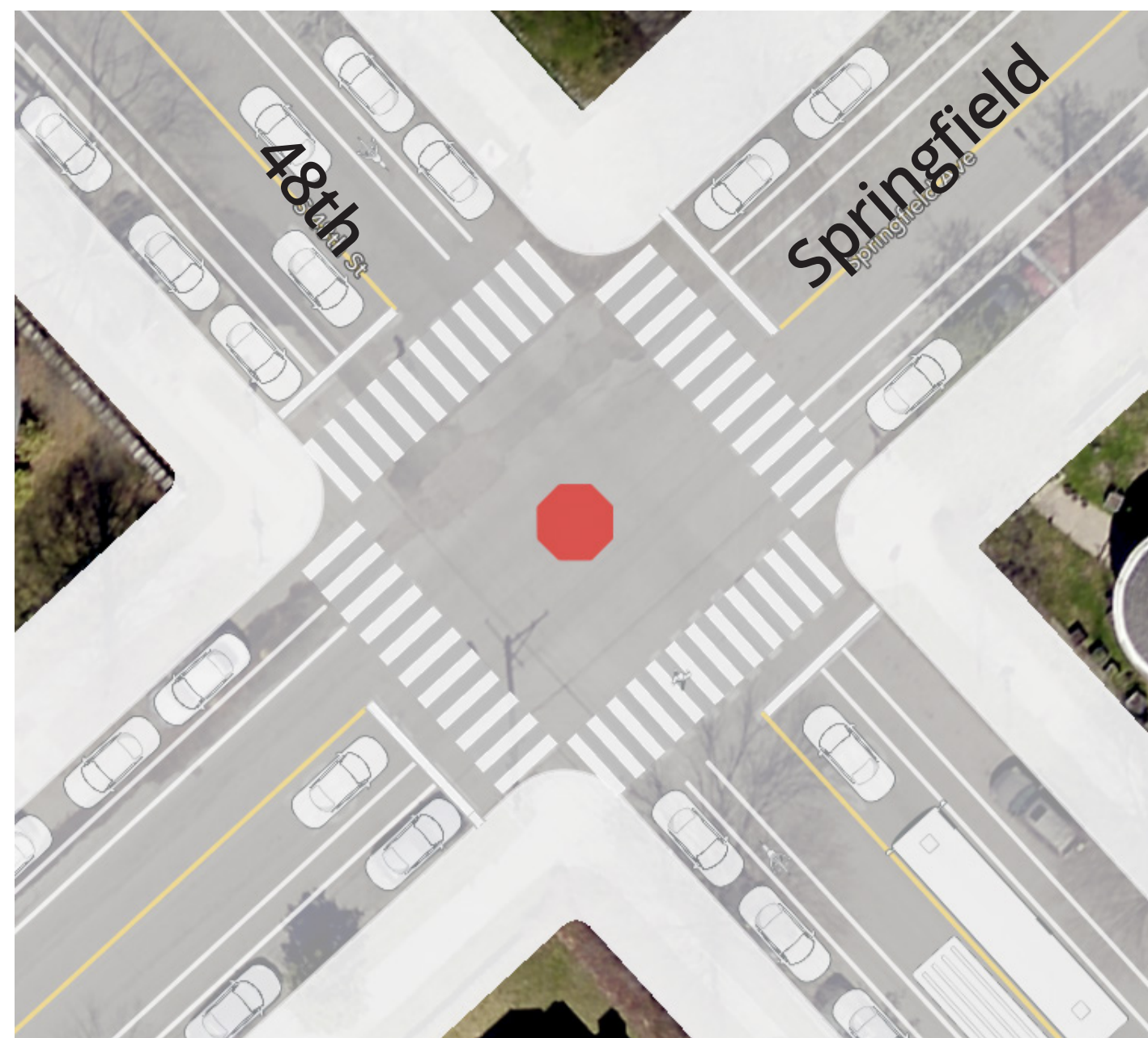
With Spring 2024 Restriping, treatments to include:

- Speed cushions
- Painted corner areas with flex posts
- Parking separated bike lane in one direction
- Stop sign conversion from two-way to all-way at select intersections

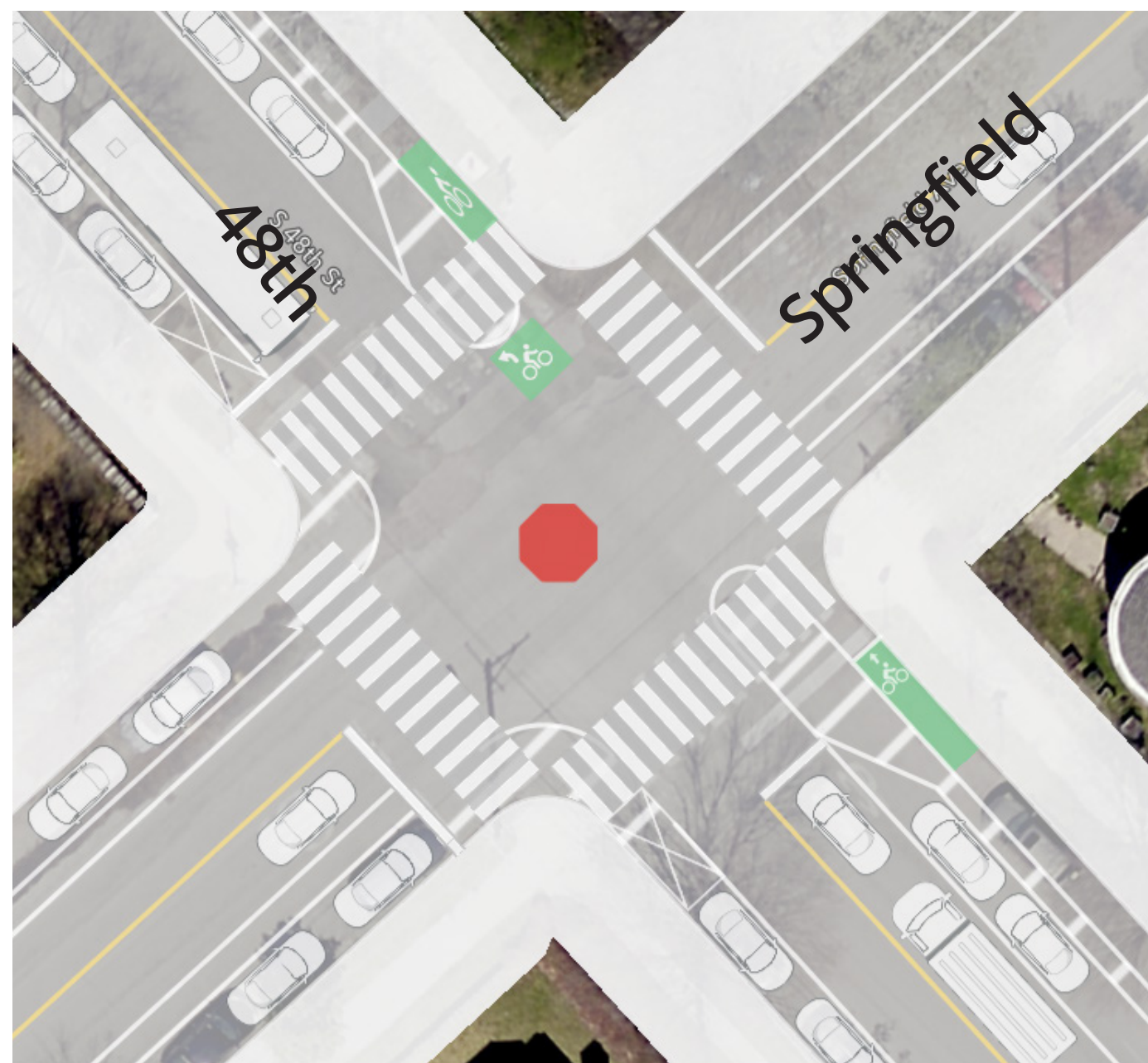
Benefits to the planned layout:

- **Shorter distance** for pedestrians to cross in front of moving vehicles
- Traffic calming treatments to **encourage safe driving speeds and discourage aggressive driving**
- **Separate spaces** in the roadway for each mode

Spring 2023



Planned Spring 2024



Pedestrian crossing distance at a parking separated bikeway street, Chestnut Street & 40th Street

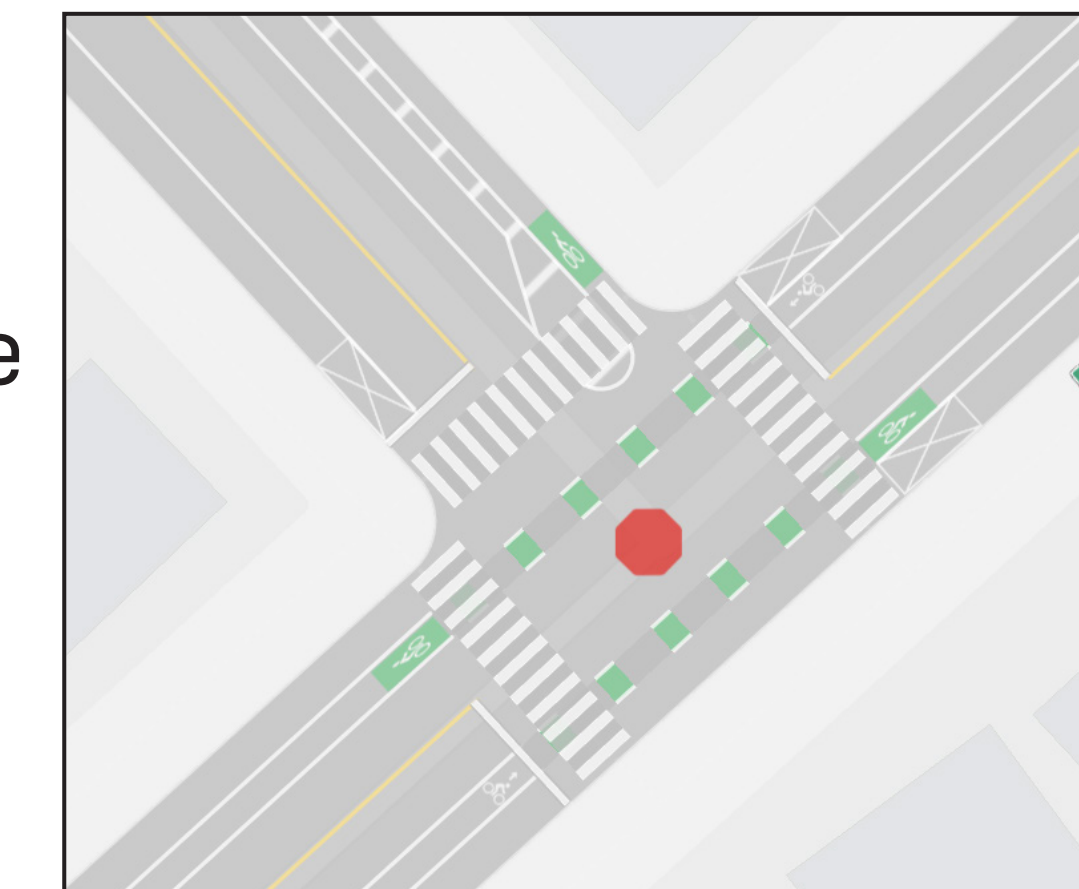


Painted corner areas in the Willard Slow Zone

Conceptual Intersection Design



48th & Baltimore



48th & Kingsessing

Next Steps for 48th Street:

- Gather feedback today to inform the Winter 2024 final design
- Parking analysis, Philadelphia Parking Authority, and EV charger owner coordination
- Continue outreach through RCOs and block group meetings
- Spring 2024 installation

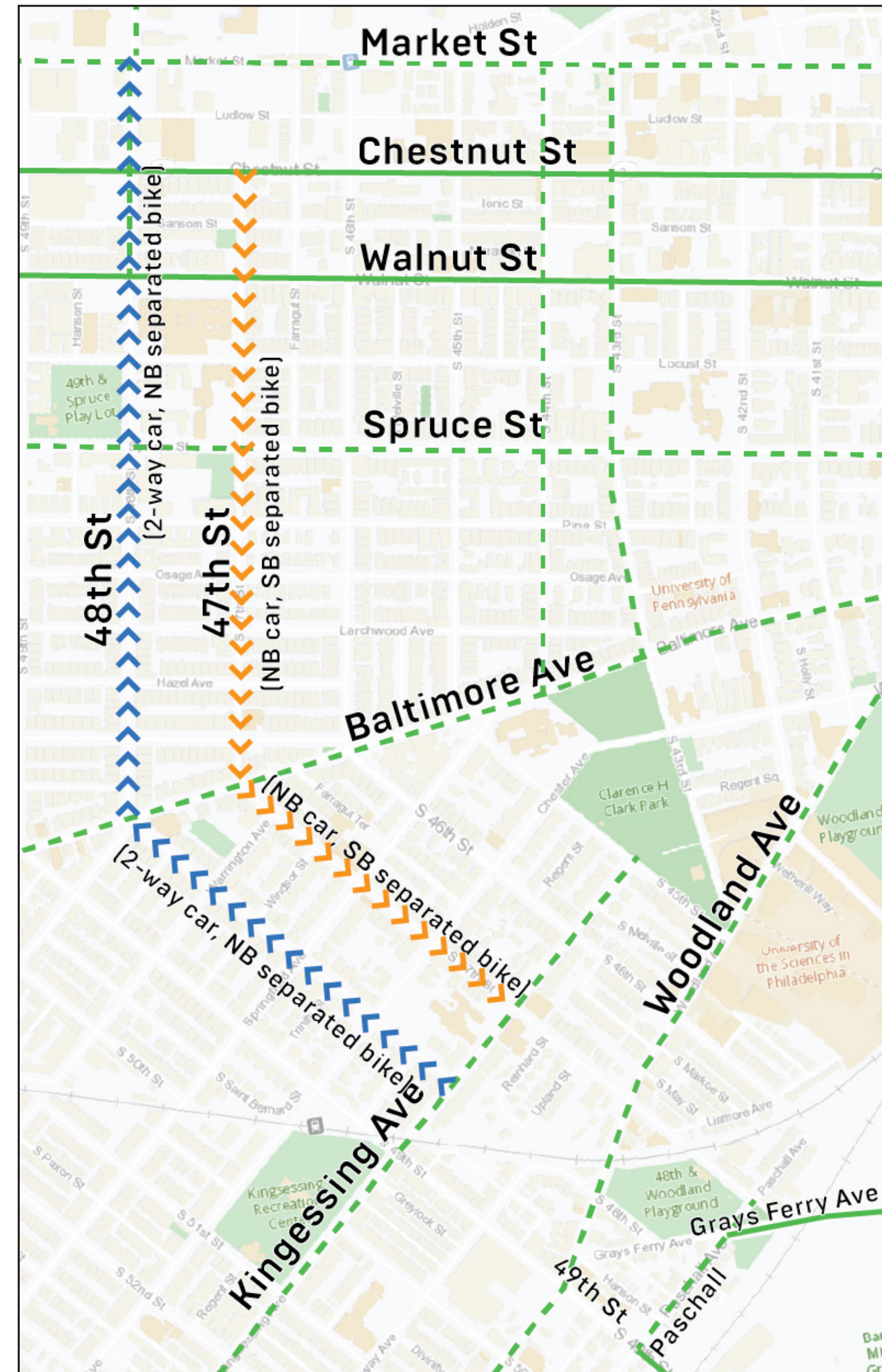
Recommended: Northbound Parking Separated Bike Lane

Benefits:

- Creates a one-way northbound parking separated bike lane
- Extends a separated bike lane north to Market Street
- Avoids west-side EV charger conflicts on 48th Street
- Simplifies some intersection designs
- A contraflow bike lane on 47th increases visibility between people driving and people biking
- Pairs with a southbound parking separated contraflow bike lane on 47th Street, a new treatment for Philadelphia

Trade-offs:

- Removes the southbound painted bike lane
- A new treatment, a contraflow parking separated bike lane, may be hard for some drivers to get used to



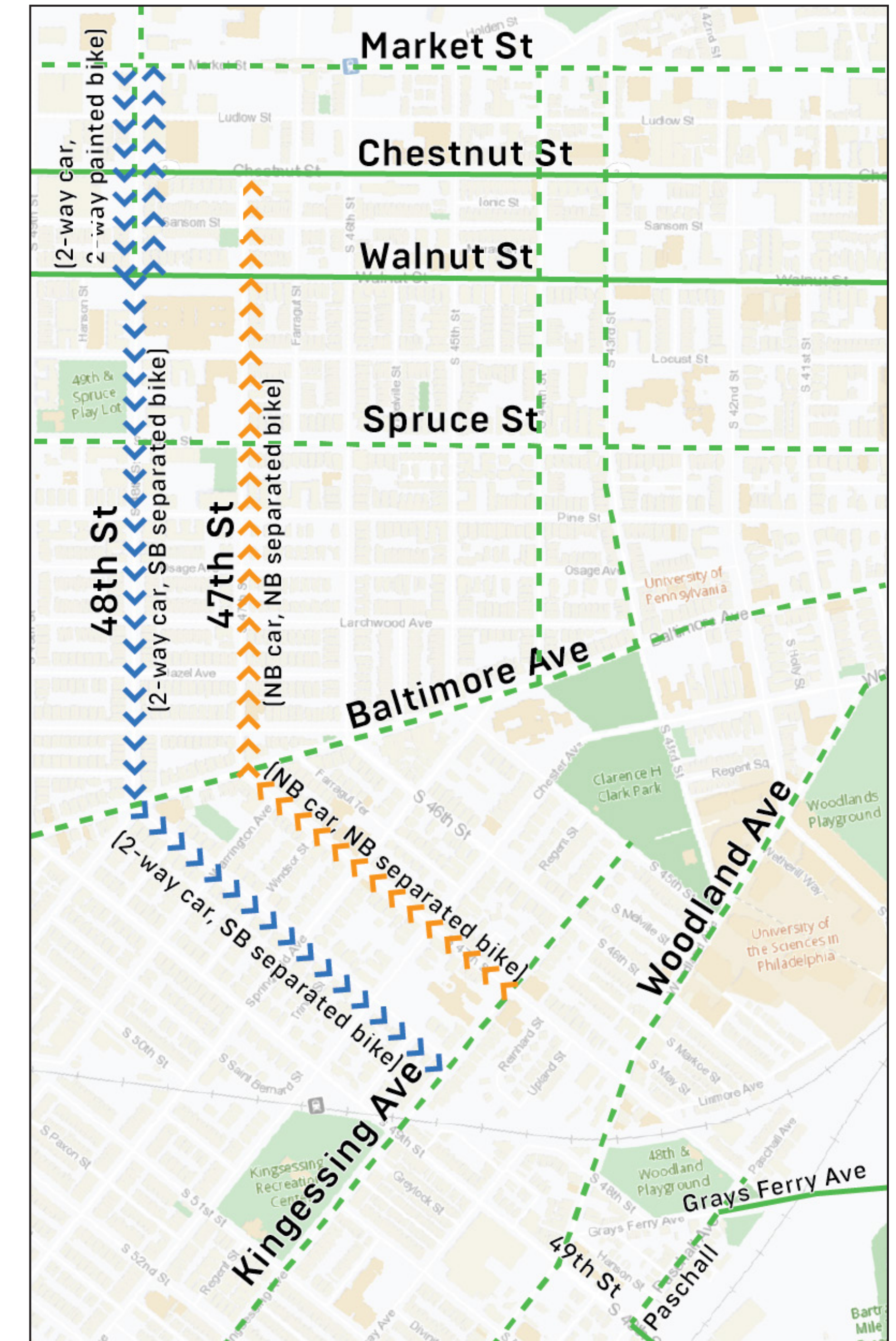
Other Option: Southbound Parking Separated Bike Lane

Benefits:

- Creates a one-way southbound parking separated bike lane
- Pairs with a northbound separated bike lane on 47th Street

Trade-offs:

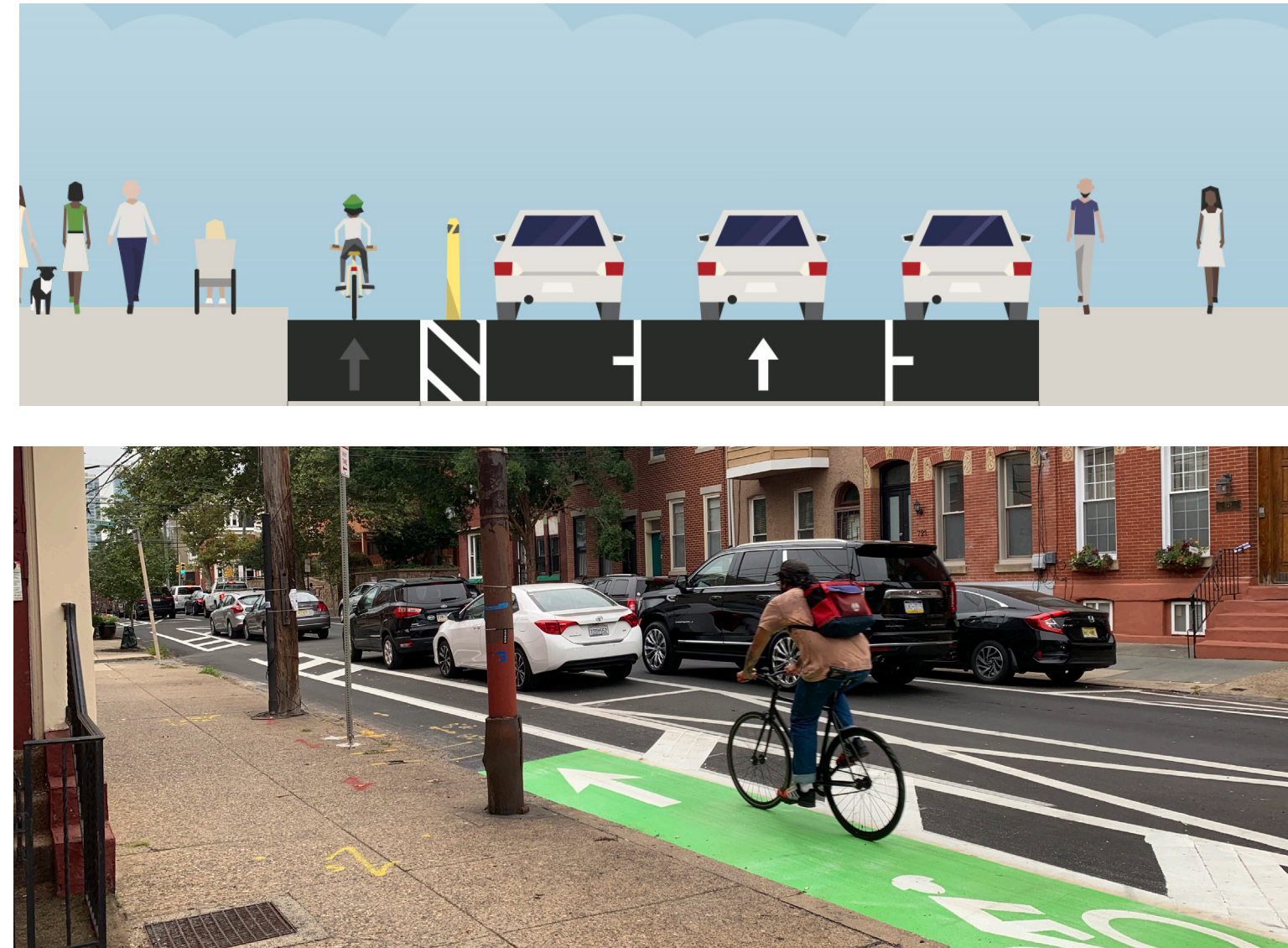
- Removes the northbound painted bike lane
- Requires painted bike lanes from Walnut - Market for connectivity
- Creates west-side EV charger conflicts on 48th Street



NORTH OF KINGSESSING AVENUE: COMPLETE STREET

With 2025 repaving, treatments to include:

- Speed cushions
- Painted corner areas with flex posts
- Parking separated bike lane in one direction
- Remove southbound vehicle traffic lane

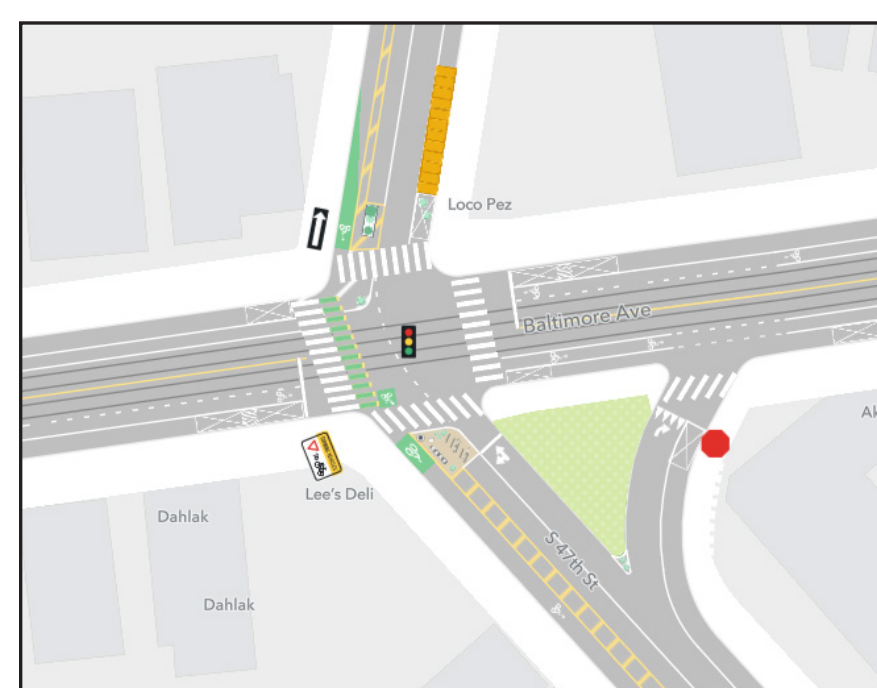


Parking separated bikeway on a one-lane one-way street, 22nd Street

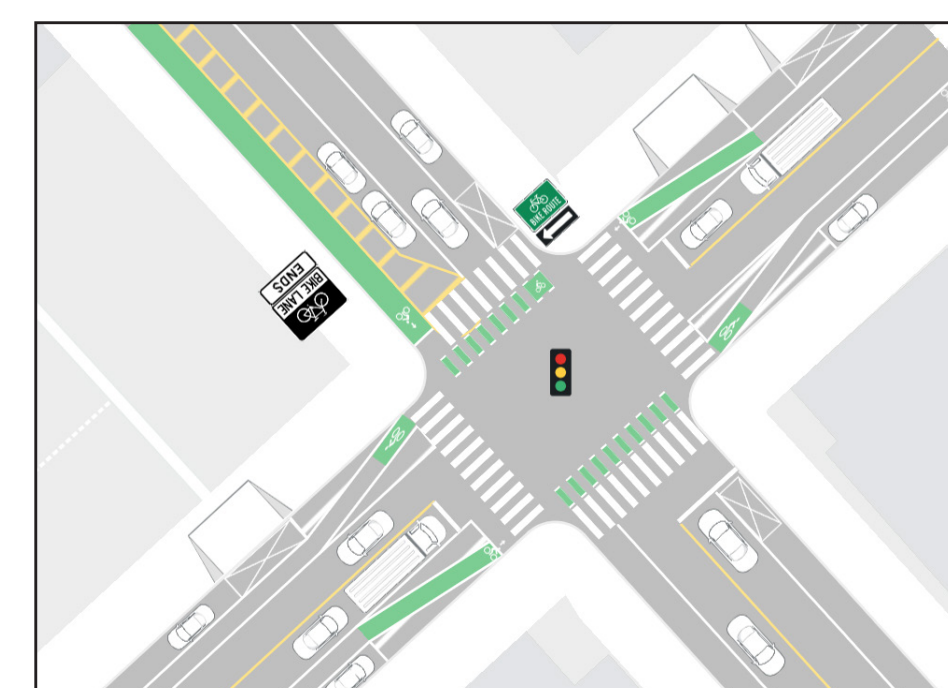
Benefits to the planned layout:

- Shorter distance for pedestrians to cross in front of moving vehicles
- Traffic calming treatments to encourage safe driving speeds and discourage aggressive driving
- Separate spaces in the roadway for each mode
- One-way vehicle traffic poses less potential conflict points for people crossing the street
- Analysis shows that traffic operations are not negatively impacted by the one-way conversion

Conceptual Intersection Design (with contraflow bike lane)



47th & Baltimore

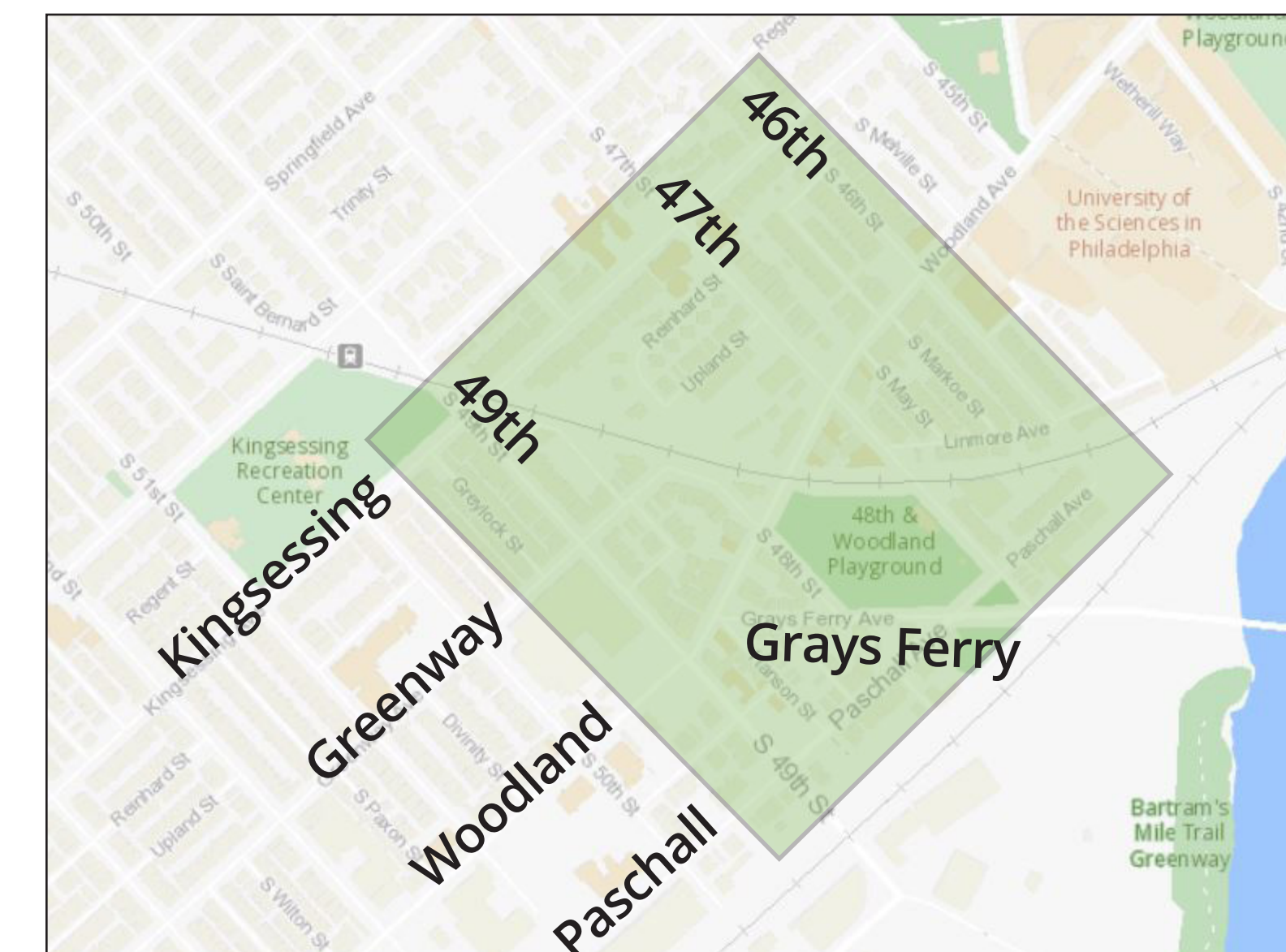


47th & Kingsessing

SOUTH OF KINGSESSING AVENUE: FURTHER STUDY

48th & Woodland Area Traffic Safety Analysis

- To study traffic safety issues in the area bounded by 46th, 49th, Kingsessing, & Paschall
- Improve safety for all modes, especially to and from the playground, SEPTA stops, and the Grays Ferry Avenue Bridge
- To inform 2025 47th Street repaving design
- Identify short, medium, and longer term actions & funding plan



Next Steps for 47th Street:

- Prepare for 2025 repaving with additional analysis and community outreach
- Meet with property owners and others along 47th Street north of Kingsessing to discuss layout and concerns
- Seek funding for 48th & Woodland Playground Traffic Safety Project
- On-going engagement south of Kingsessing Avenue

