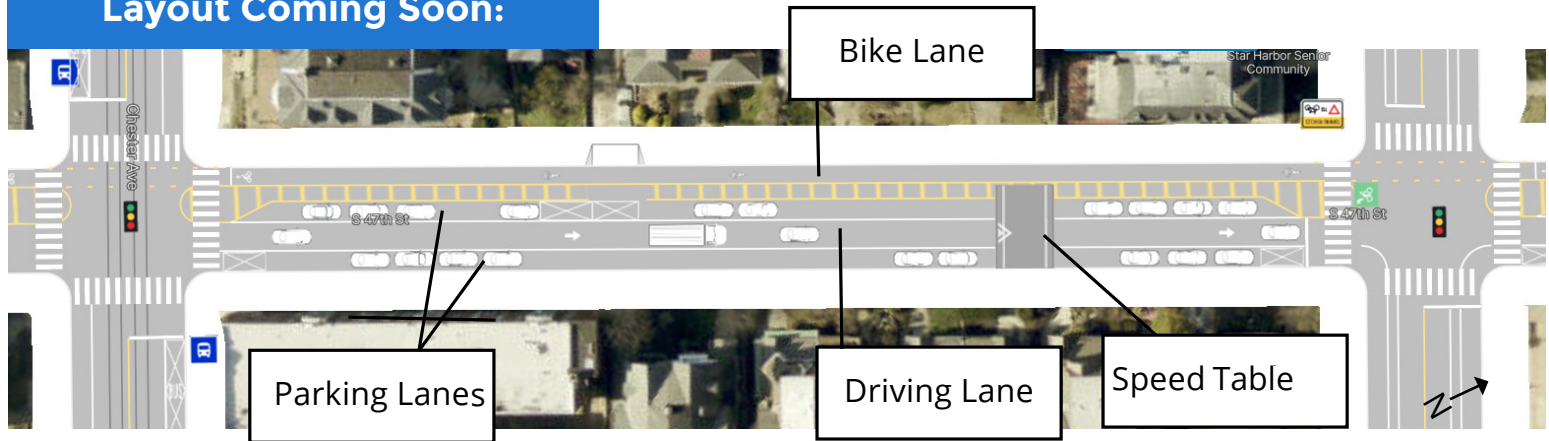


47th Street, Kingessing Ave. to Chestnut St. Repaving and Safety Project

June 2025

Layout Coming Soon:



New Layout Includes:

- One-way northbound street for drivers
- Parking-separated southbound bike lane on the west side of street
- Speed tables
- Parking on west and east sides of street
- New loading zones
- Two new all-way stop signs

How to Use the New Layout:

People Driving:

- Drive **northbound only**
- Use new loading zones for quick stops (<20 minutes)
- Park **next** to bike lane - **not in it**
- Watch for people walking & biking, especially when parking and unloading

People Biking:

- **Watch for drivers unloading** from the adjacent parking spaces
- Follow traffic controls and bike southbound only

People Walking:

- **Look both ways while crossing the street** for people driving and biking



Visit our website for more information:
<https://bit.ly/43V2wyB>
Email: otis@phila.gov Call: 215-686-5552

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Frequently Asked Questions (FAQ)

What's happening & when?

The street is already milled. Repaving and restriping is scheduled for **Summer 2025**. The new layout will include:

- Fresh crosswalks and lane markings
- A one-way northbound traffic lane from Kingessing Avenue to Chestnut Street for people driving
- A southbound parking-separated bike lane
- New loading zones at the beginning and end of most blocks
- Two new all-way stop signs at intersections
- Replacing and adding new speed tables

How will travel lanes be impacted?

There will be a **one-way northbound driving lane** from Kingessing Avenue to Chestnut Street and a **southbound parking-separated bike lane**.

What will the parking separated bike lane look like?

The bike lane will look similar to 48th, Chestnut, or Walnut Streets and run along the west side of the street, between parked cars and the curb.

How will school drop-off & pick-up be impacted?

The new layout will support **safer school drop-offs and pick-ups** by slowing drivers, simplifying the flow of traffic, and increasing the visibility of people walking at intersections.

Why is this project important?

This project and redesign aims to make the corridor safer for all users. From 2019 to 2023, there were **45 crashes involving 113 people, including 9 people walking and 3 serious injuries**. 47th Street is on **Philadelphia's Vision Zero High Injury Network**, where 80% of traffic deaths and serious injuries occur on just 12% of city streets.

How will parking lanes & spaces be impacted?

There will be fewer parking spaces on each block due to the addition of traffic safety features like daylighting areas at each corner, new loading zones, and painted X boxes for increased visibility at driveways. **Parking will still be available on both sides of the street.** The parking lane on the west side of the street will be shifted away from the curb to add the parking-separated bike lane. **The new loading zones will convert to parking in the evening.** A detailed block diagram for the corridor will be available on the project webpage shortly.

How will driver loading & deliveries be impacted?

New **loading zones** will typically be placed at the start and end of most blocks to **support short-term loading**. When loading from the west side of the street, be alert and yield for people biking in the bike lane.



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