

About the Project

Why this project?

- Olney Ave is a **top transit corridor with high ridership, but buses move slowly** due to traffic congestion. It is also a transportation hub.
- Olney Ave has a **high number of crashes.**
- Olney Ave is a busy connector, **linking important destinations** such a schools, hospitals, local businesses, and redsidences.



Olney Ave at Broad St

Project Timeline

2022 - 2023

Concept & goal planning. Pop-ups at the Transportation Center, canvassing, and stakeholder engagement.

2024

Design: Develop design to improve transit, traffic safety and reflects what we've heard so far.

SUMMER/FALL 2025

Design feedback: Share design and ask people for feedback

FALL/WINTER 2025

Finalize design plans based on feedback received.

2026

Apply for funding to finalize design and for construction

2027 - 2028

Finalize design and begin construction



Bus stop at Olney Ave and 20th St

What We Heard So Far

The **Wister/Chew/Penn intersection is confusing**, and feels dangerous for people walking.

The **Ogontz intersection feels dangerous**, especially for the **many students walking** in this area.

Risky U-turns are a big problem throughout the corridor.

Speeding and red-light running are common. **Agressive driving** is frequent and feels scary for people driving, walking, biking, and taking the bus.

The **corridor is dark and street lights** are often off.



Students wait to cross Ogontz Ave



Looking west on Olney Ave at 15th St

Project Goals



1. Make bus trips faster and more reliable.



2. Improve transit rider feelings of safety and comfort.



3. Improve safety and access for all people walking, biking, and driving.



4. Reflect community feedback to meet needs of people who live, work in, and visit the corridor.

Olney Ave Existing Conditions

Transit on Olney Ave



Olney Avenue is the busiest bus corridor outside of Center City, but those buses are frequently stuck in traffic, causing the bus to be delayed and less reliable.

This disrupts schedules for passengers taking transit to work, school, to run errands, or to access other neighborhoods through the Olney Transportation Center.

Walking and Biking on Olney Ave

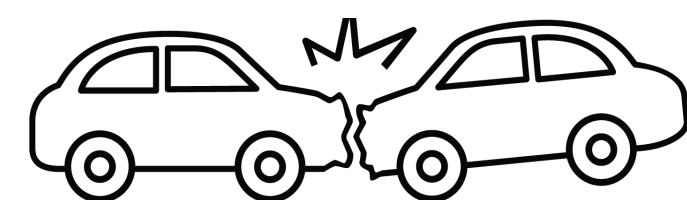
Awkward angles at intersections, long crosswalks, and wide streets that encourage speeding make it difficult to cross Olney Ave.

Existing bike lanes run on both sides of the corridor, but there is no separation between people biking and fast-moving cars, buses, and trucks.



A bicyclist travels eastbound on Olney Ave at Ogontz Ave

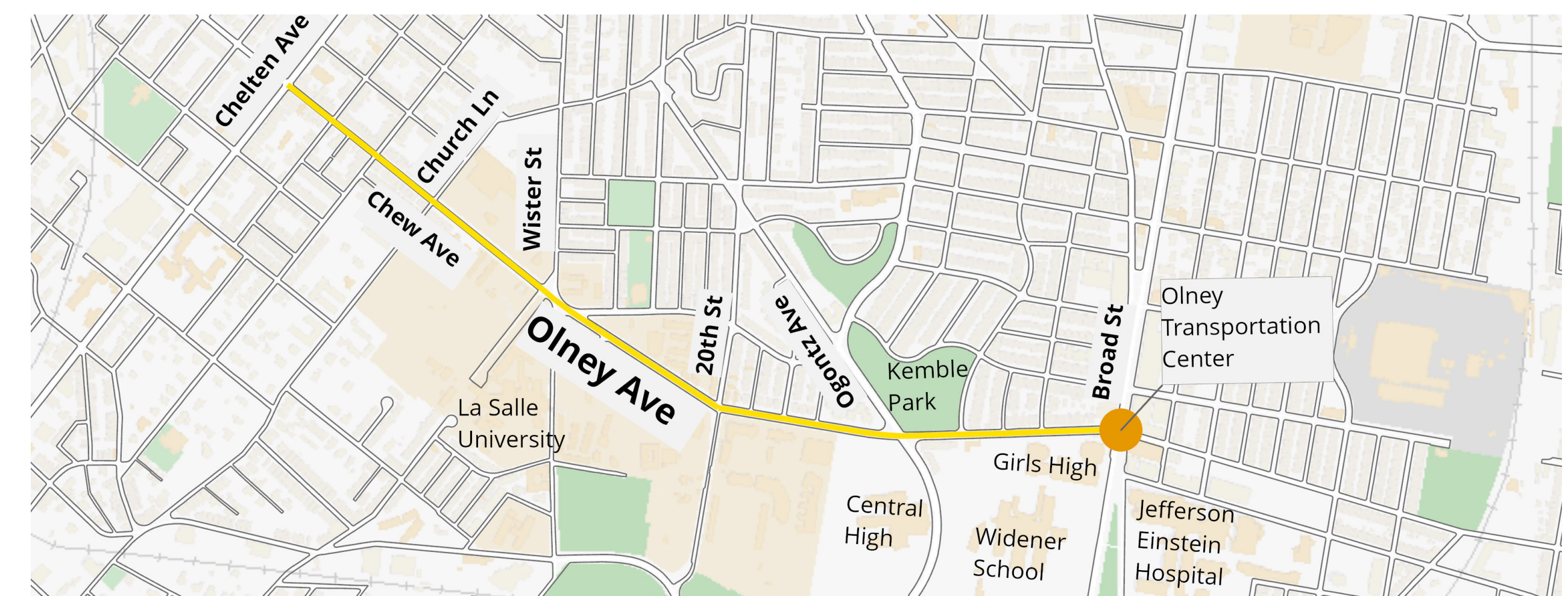
CRASHES ON OLNEY AVE.



There were **115 crashes** on Olney Ave/Chew Ave (Church Lane to Broad St) between 2019 and 2023; **35** of the crashes involved pedestrians.

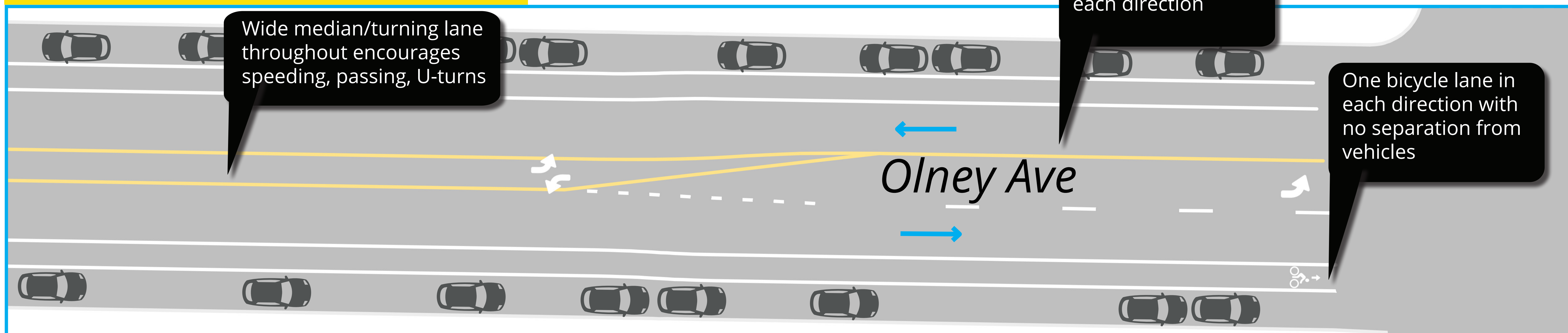
Olney Avenue (Broad to Wister) and Chew Ave (Wister to Church) are on Philadelphia's High Injury Network: the 12% of streets in Philadelphia that make up 80% of all traffic deaths and serious injuries.

PROJECT BOUNDARIES

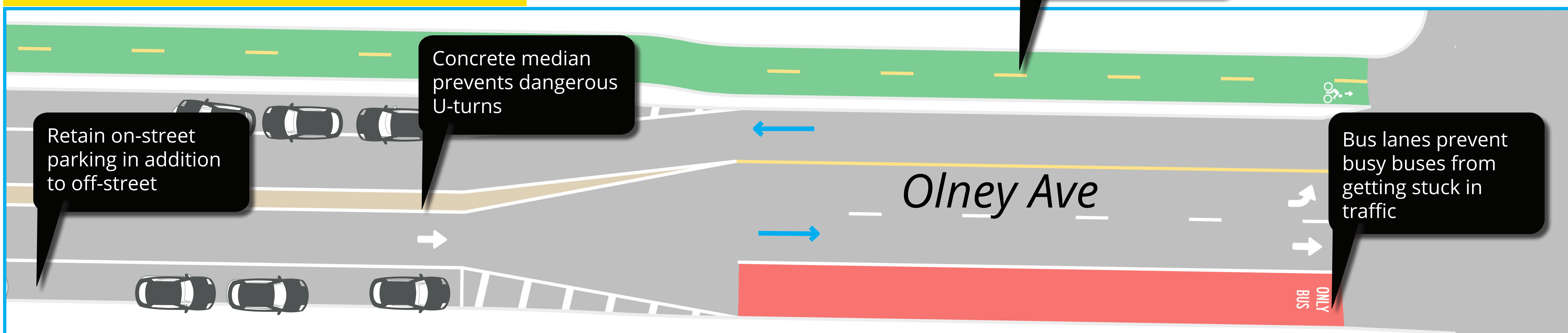


Proposed Design

Existing Typical Plan



Proposed Typical Plan

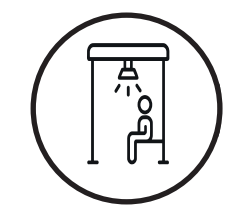


Proposed Design: Safety Benefits & Balancing the Street

Project Goals



- 1 Make bus trips faster and more reliable.



- 2 Improve transit rider feelings of safety and comfort



- 3 Improve safety and access for all people:
- walking
 - biking
 - driving

Design Strategy

- 1 Adding bus queue jumps and bus lanes

- 2 Add bus shelters, lighting, bus bump outs

- 3 Walking: shorten crossing distances, add center median.

Biking: provide physical separation from vehicles.

Driving: signal timing adjustments, improve visibility at turns.

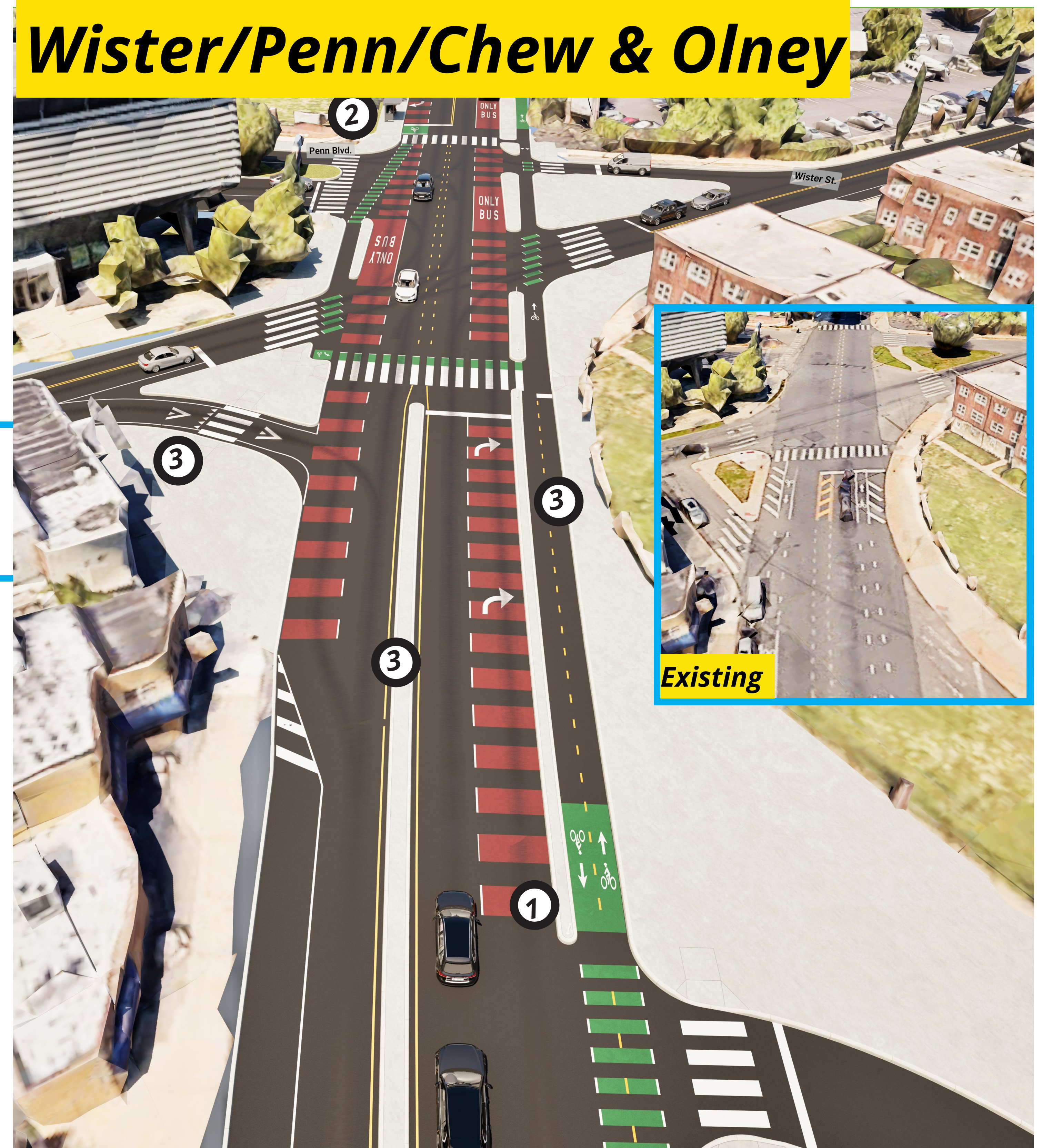
Tradeoff

Bus lanes will take up some space used for parking

Increases costs, maintenance

Improvements for people walking and biking requires some space currently designated for parking

Wister/Penn/Chew & Olney

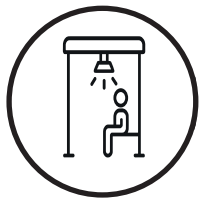


Proposed Design: Safety Benefits & Balancing the Street

Project Goals



- 1 Make bus trips faster and more reliable.



- 2 Improve transit rider feelings of safety and comfort



- 3 Improve safety and access for all people:
- walking
 - biking
 - driving

Design Strategy

- 1 Rebalancing bus stops to speed up bus



Some people will have to walk farther to their bus stop

- 2 Add bus shelters, lighting, bus bump outs



Increases costs, maintenance

- 3 Walking: shorten crossing distances, add center median.



Improvements for people walking and biking requires some space currently designated for parking

Biking: provide physical separation from vehicles.

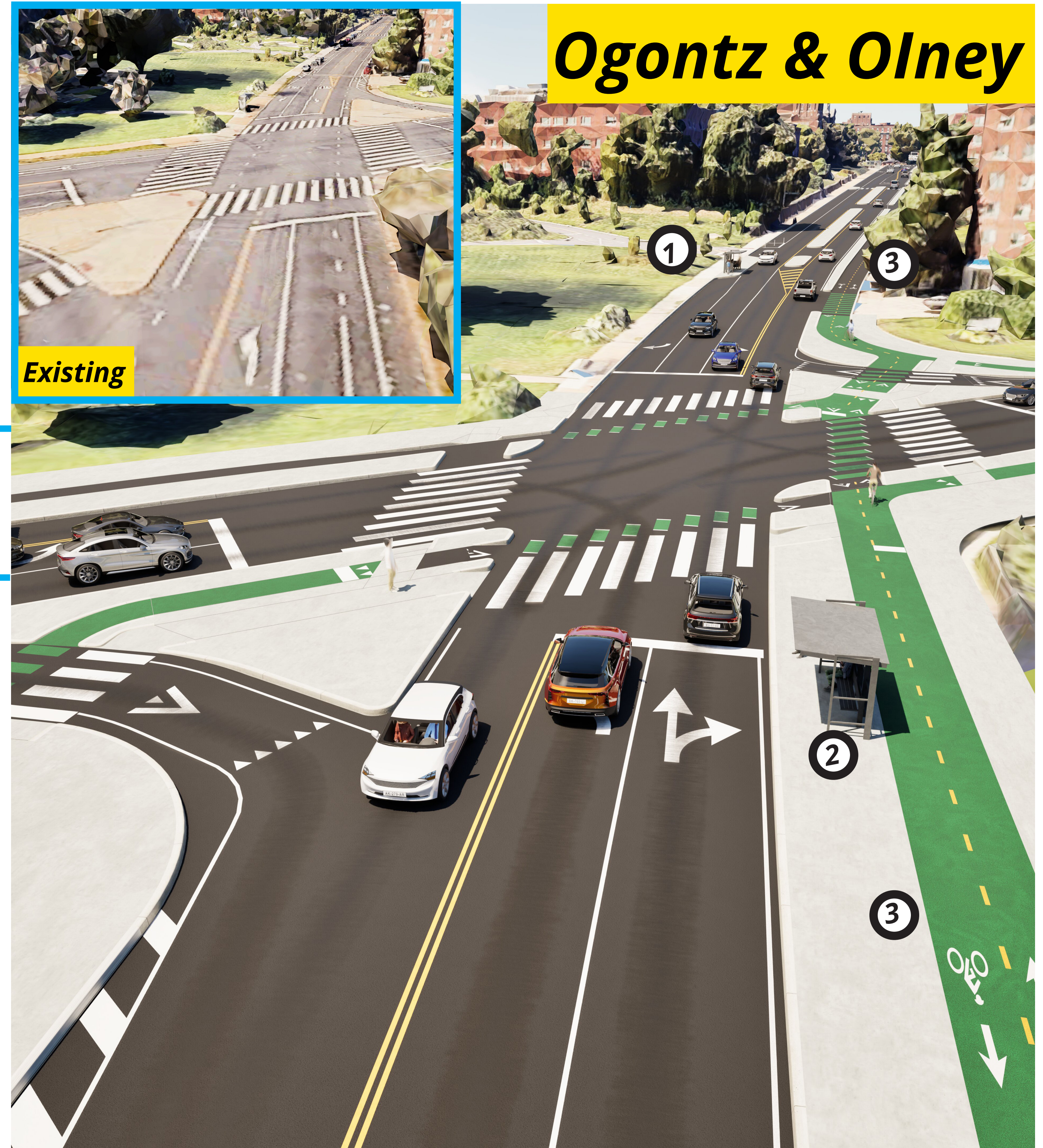
Driving: signal timing adjustments, improve visibility at turns.

Tradeoff

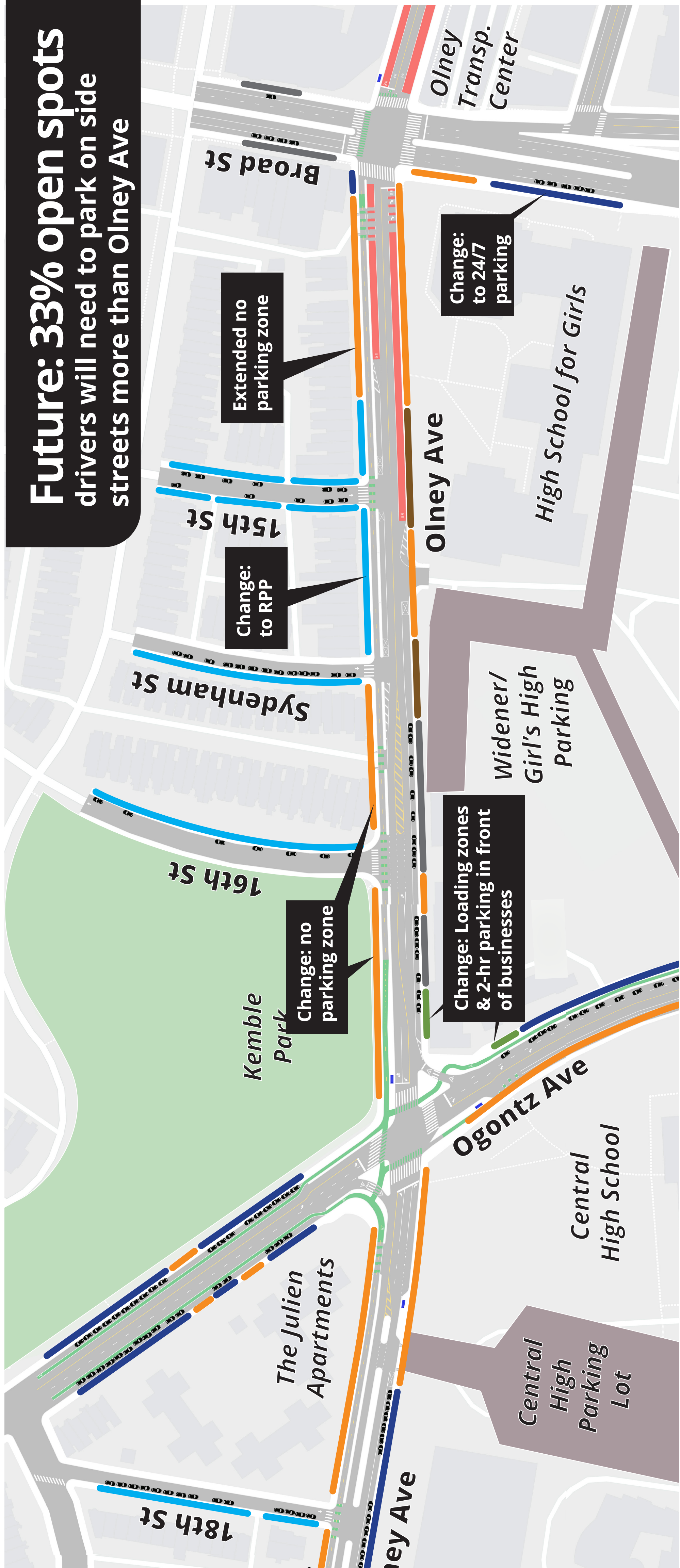
Ogontz & Olney



Existing



Parking changes needed for safety: Ogontz to Broad



LEGEND

PARKING ZONES		NO PARKING ZONES	
	Parking 24/7, Unregulated		No Parking Anytime
	Residential Permit Parking (RPP) Zone		No Parking School Days
	2-Hour Parking		No Parking 7am to 9am
	Loading Zone		

We have heard:

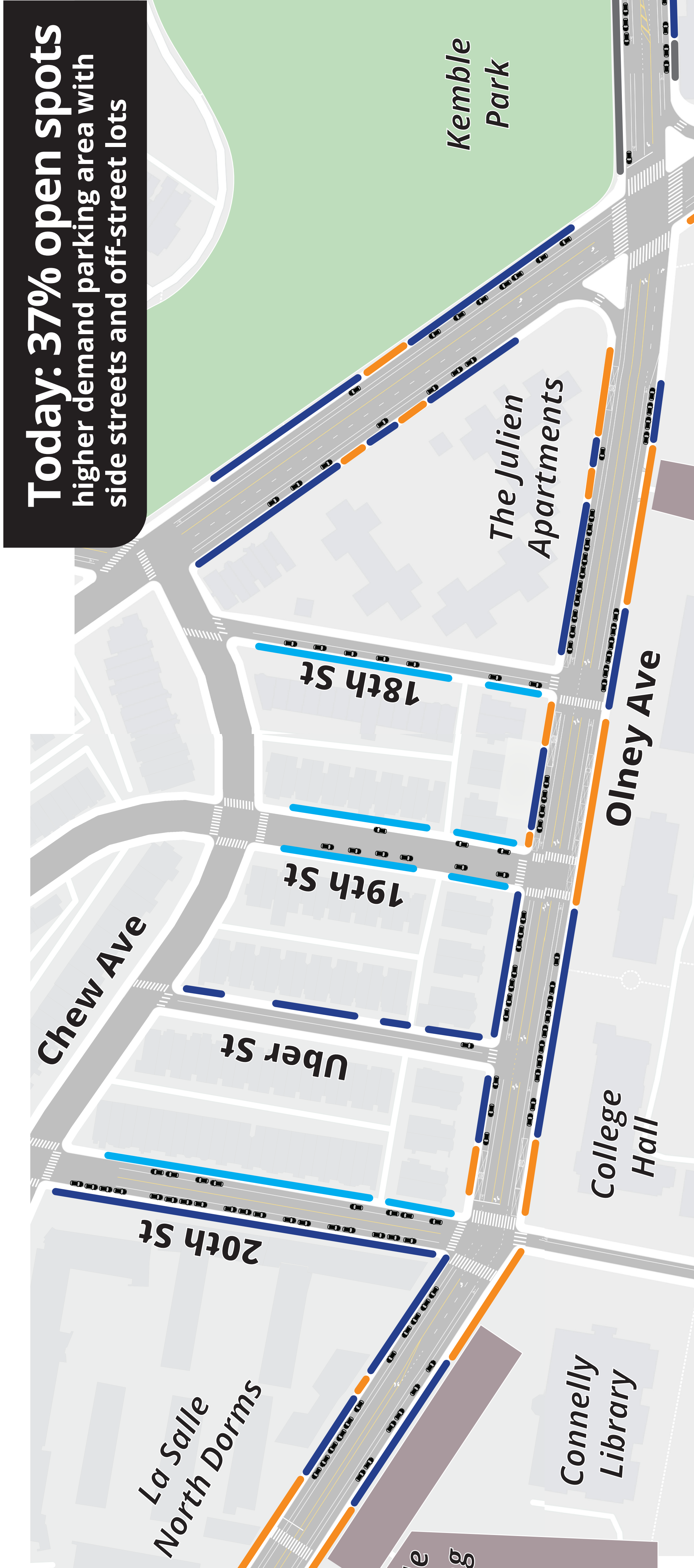
- Students and staff mostly park in school lots or south on Ogontz
- Parking turns over frequently in front of businesses
- Most parking spaces on Olney Avenue today allow you to park all day, or are 2-hour spaces.
- Most residents have back alley parking.

What do you think?

What parking regulation changes make most sense in places where there is room to park?

- Are more loading zones needed?
- Is more residential permit parking needed?
- Other ideas?

Parking changes needed for safety: 20th to Ogontz



LEGEND

PARKING ZONES		NO PARKING ZONES	
	Parking 24/7, Unregulated		No Parking Anytime
	Residential Permit Parking (RPP) Zone		No Parking School Days
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What do you think?

What parking regulation changes make most sense in places where there is room to park?

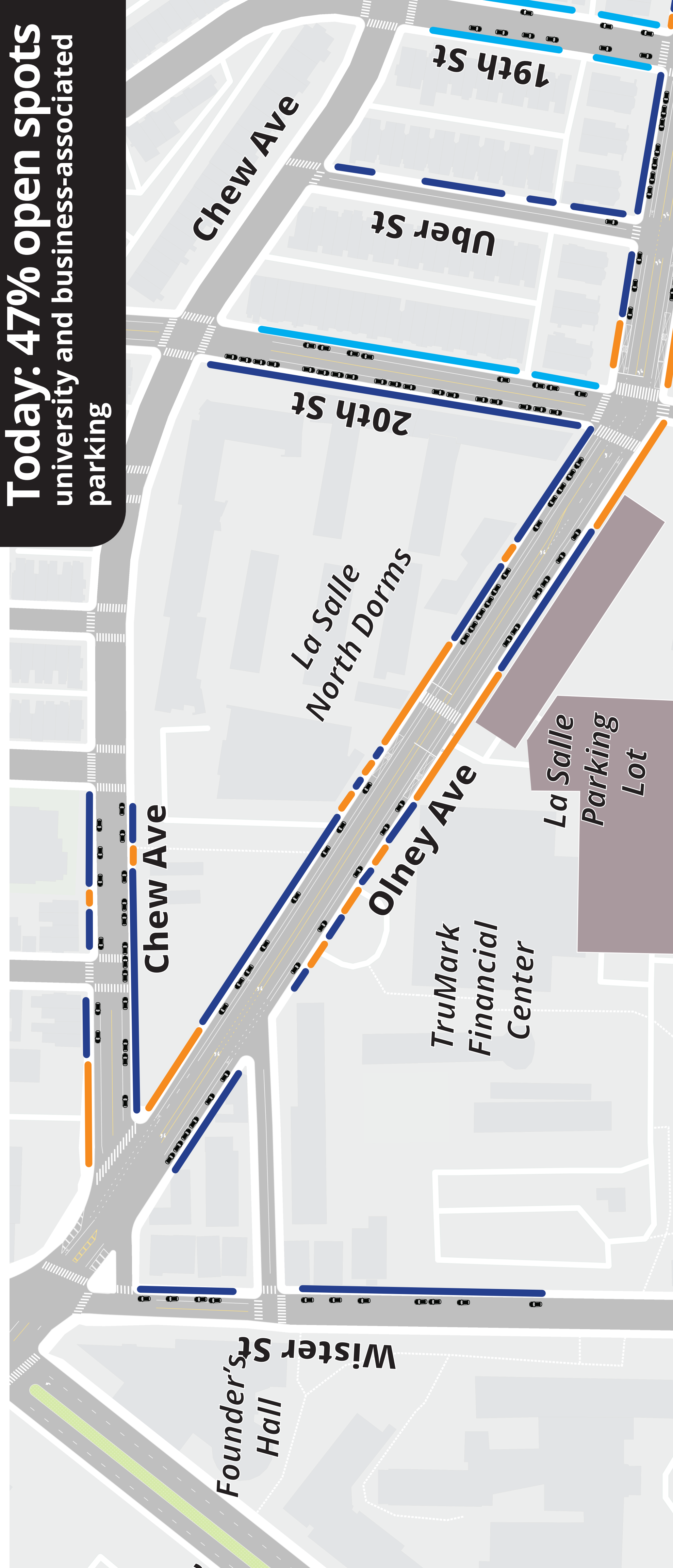
- Are more loading zones needed?
- Is more residential permit parking needed?
- Other ideas?

We have heard:

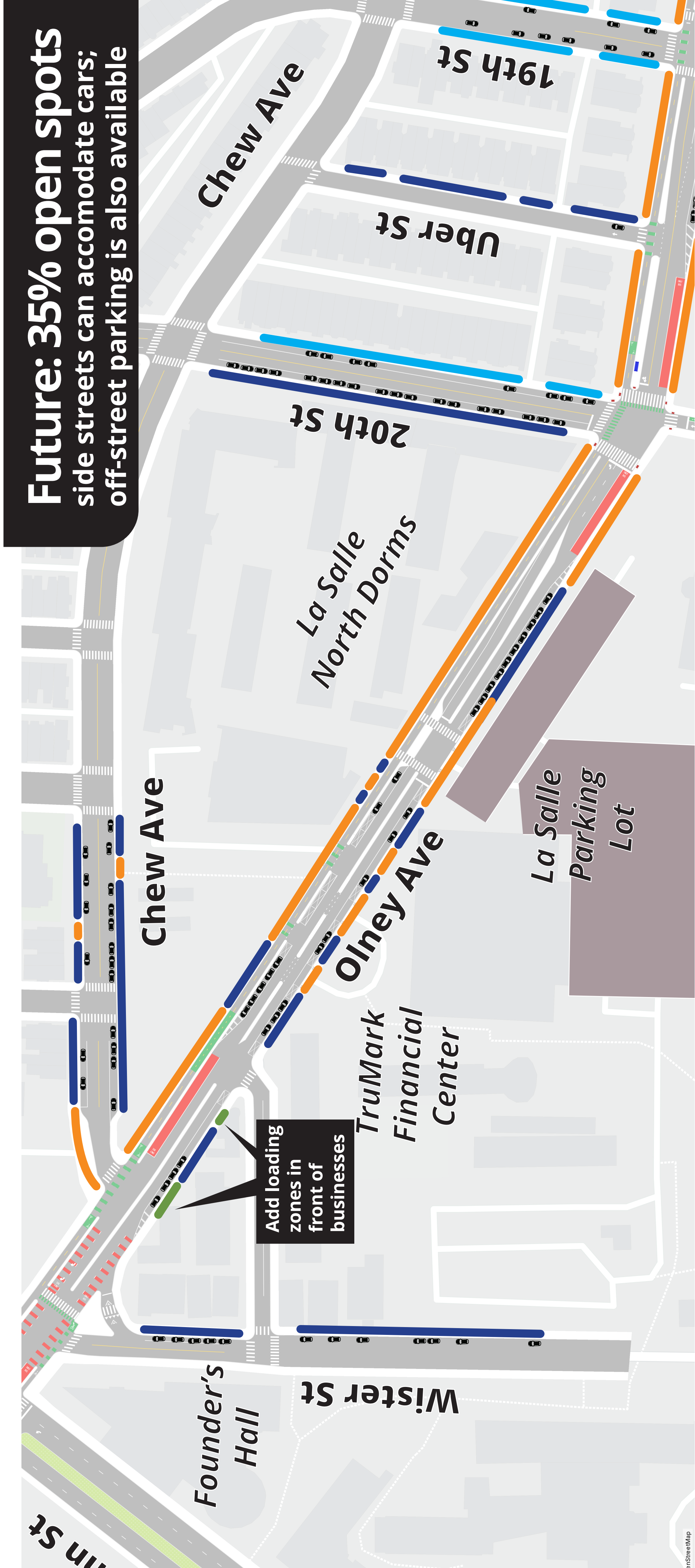
- Julien Apartments residents park on this block.
- Students mostly park in school lots or south on Ogontz.
- La Salle students don't typically use off-street parking.
- Most parking spaces on Olney Avenue today allow you to park all day.

Parking changes needed for safety: Wister to 20th

Today: 47% open spots
university and business-associated
parking



Future: 35% open spots
side streets can accommodate cars;
off-street parking is also available



LEGEND

PARKING ZONES

- Parking 24/7, Unregulated
- Residential Permit Parking (RPP) Zone
- 2-Hour Parking
- Loading Zone

NO PARKING ZONES

- No Parking Anytime
- No Parking School Days
- No Parking 7am to 9am

What do you think?

What parking regulation changes make most sense in places where there is room to park?

- Are more loading zones needed?
- Is more residential permit parking needed?
- Other ideas?

We have heard:

- People visit businesses (e.g., Explorer's Den, Deli) and need parking but are turning over quickly
- La Salle students don't typically use off-street parking though it is available