

52nd Street Commercial Corridor Improvement Project

*Initial Concept Design
Engagement Summary*

As of April 6, 2026



Office of
Multimodal
Planning

Outline

1. Project Overview
2. Phase 1 Engagement: Goals & Objectives
3. What We Heard in Phase 1 Engagement
4. Open House - Initial Concept Feedback
5. Next Steps



Crashes on 52nd Street



- All Crashes on 52nd Street (2020-24)
- Fatal and Serious Injury Crashes (2020-24)

Why 52nd Street?

Major Commercial Corridor

Historic and cultural hub of West Philadelphia

Key business corridor for the City of Commerce Department and the Enterprise Center

Key Transit Corridor

8th busiest bus route in the city

Slower bus speeds in the commercial corridor

Traffic Safety Issues

Corridor on High Injury Network

121 crashes (2020-24), involving 295 people

Most crashes involve speeding, aggressive driving or red-light running

Phase 1 Engagement Overview

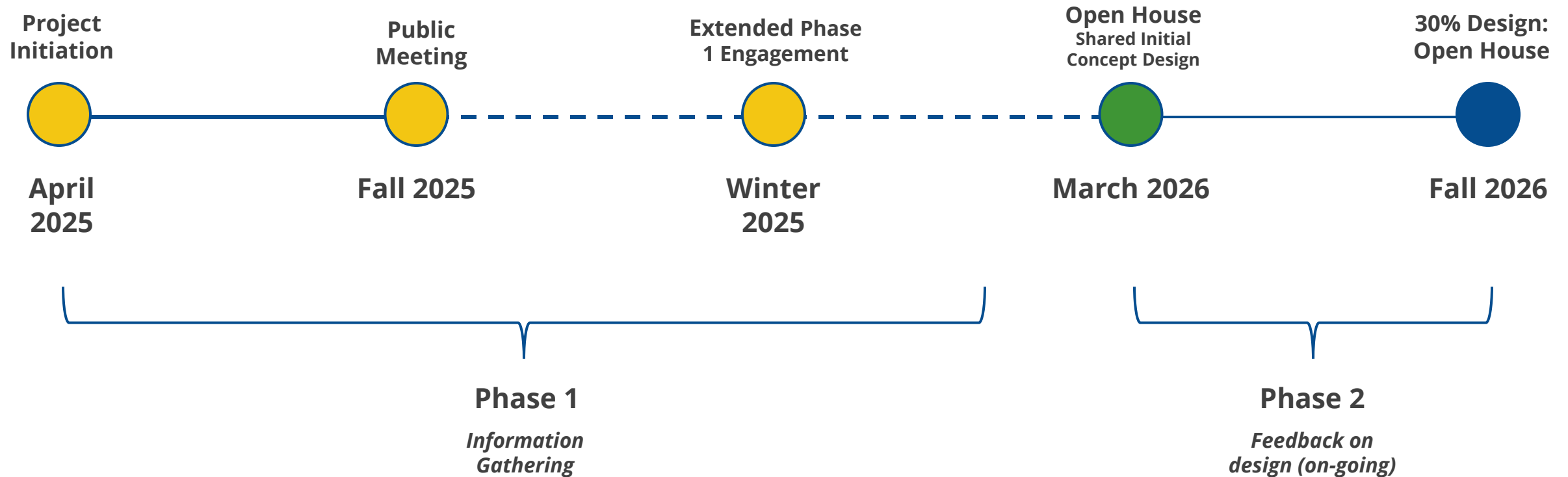
Phase 1 engagement

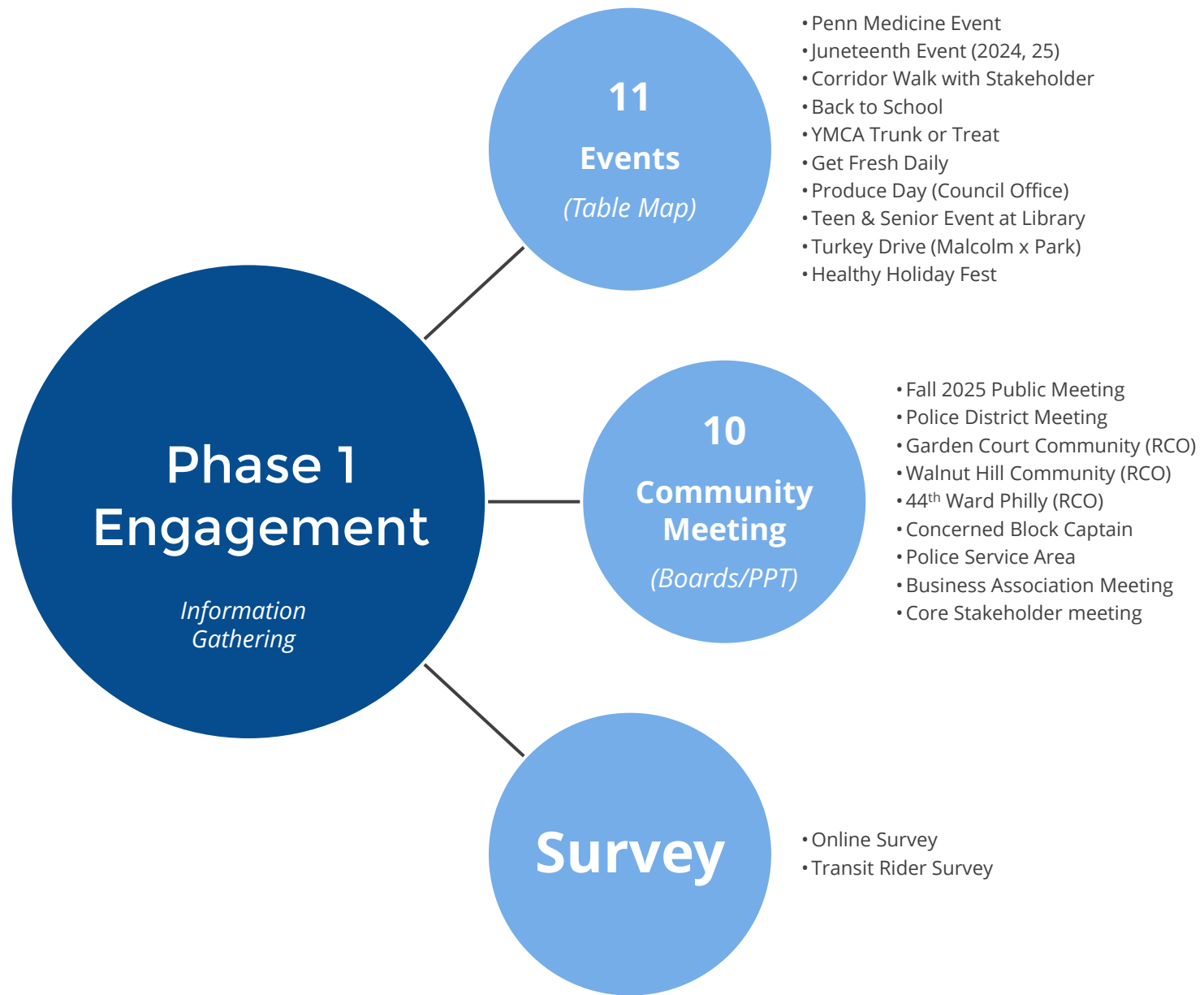
Goals and Objectives

- Build trust with the community.
- Demonstrate transparency in analysis and decision making.
- Educate the general public about plan topics
- Encourage participation from groups typically under-represented in planning processes (residents, transit riders, shoppers, advocacy groups)
- Develop a shared vision for the future for traffic improvements.



Engagement Phasing





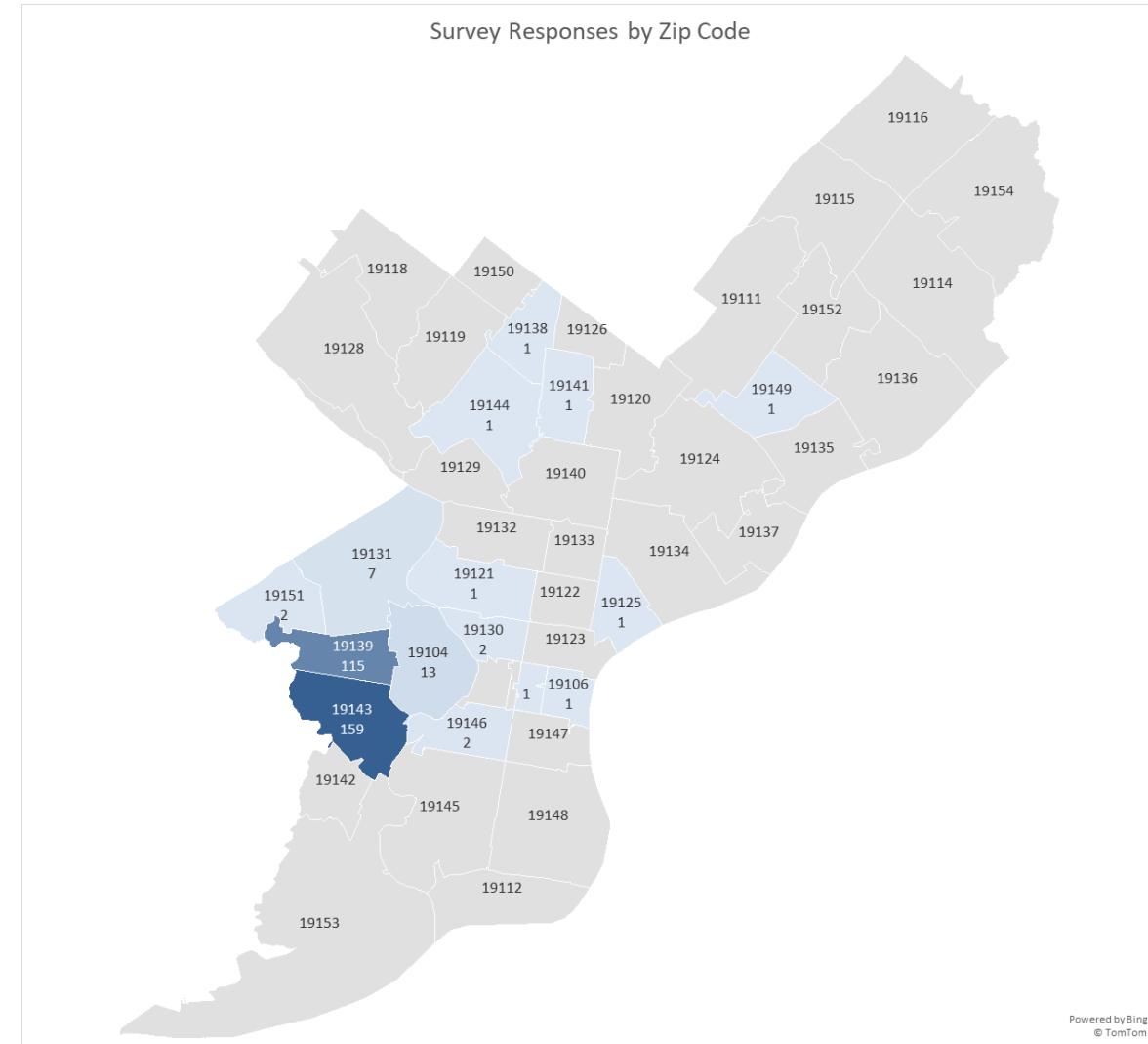
594
**number of people who
provided feedback**
(all feedback as of 01/16/2026)

75
**respondents own or work at
a business on 52nd.**

Majority input from 19139, 19143 zip codes

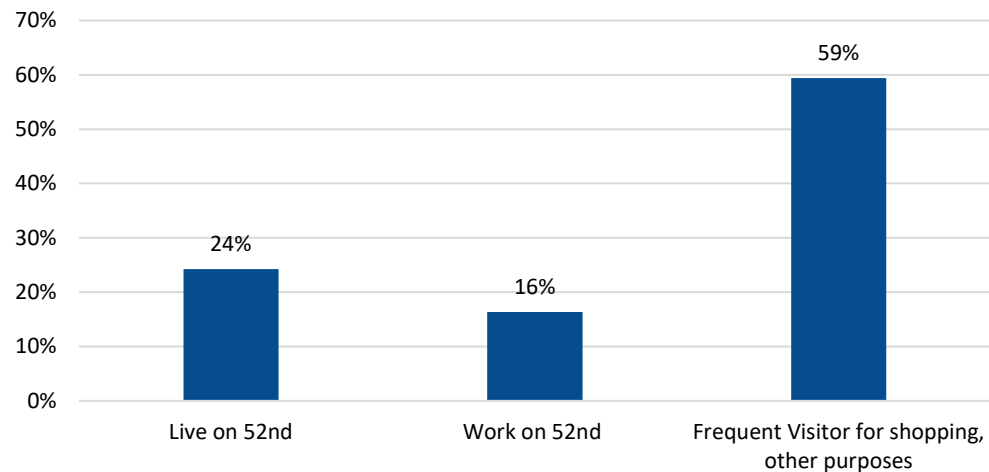
Most online survey respondents were from ZIP codes close to the project corridor

Other data were collected at pop-up events in the neighborhood.



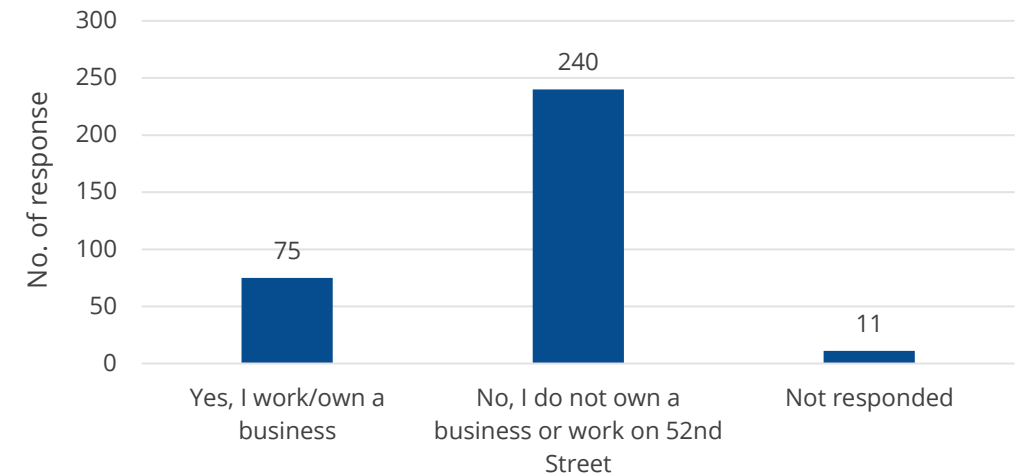
Relationship to 52nd

The majority of respondents are frequent visitors for shopping or travel along 52nd Street



What is your relationship to 52nd Street?

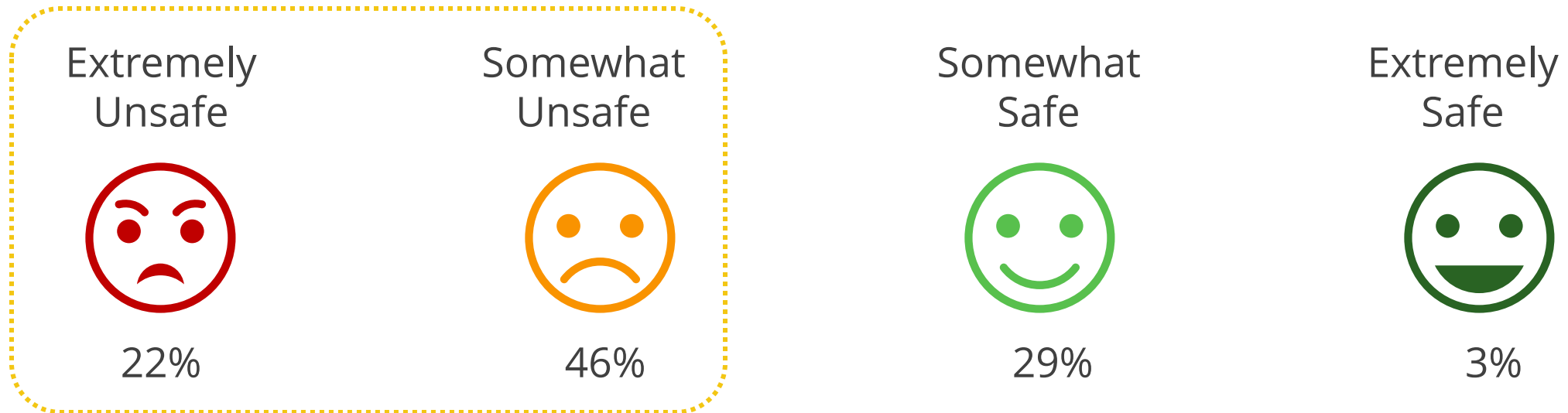
75 respondents work or own a business on 52nd Street



Do you own a business or work at an institution on 52nd Street?

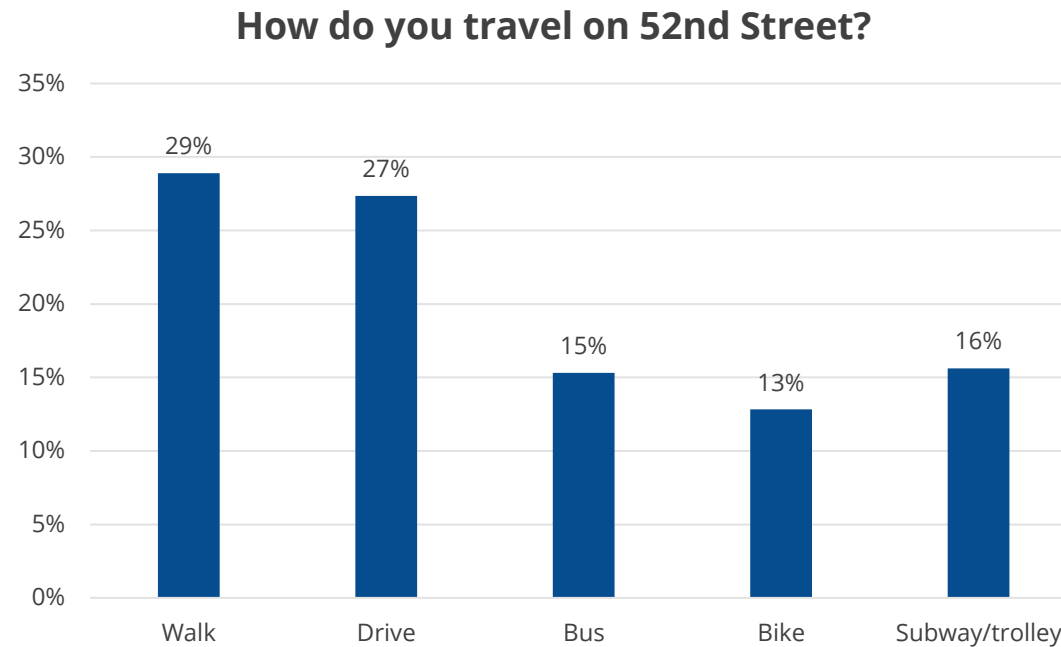
What we asked in Phase 1?

68% of the respondents feel somewhat or extremely unsafe traveling on 52nd Street



How would you describe traffic safety on 52nd?

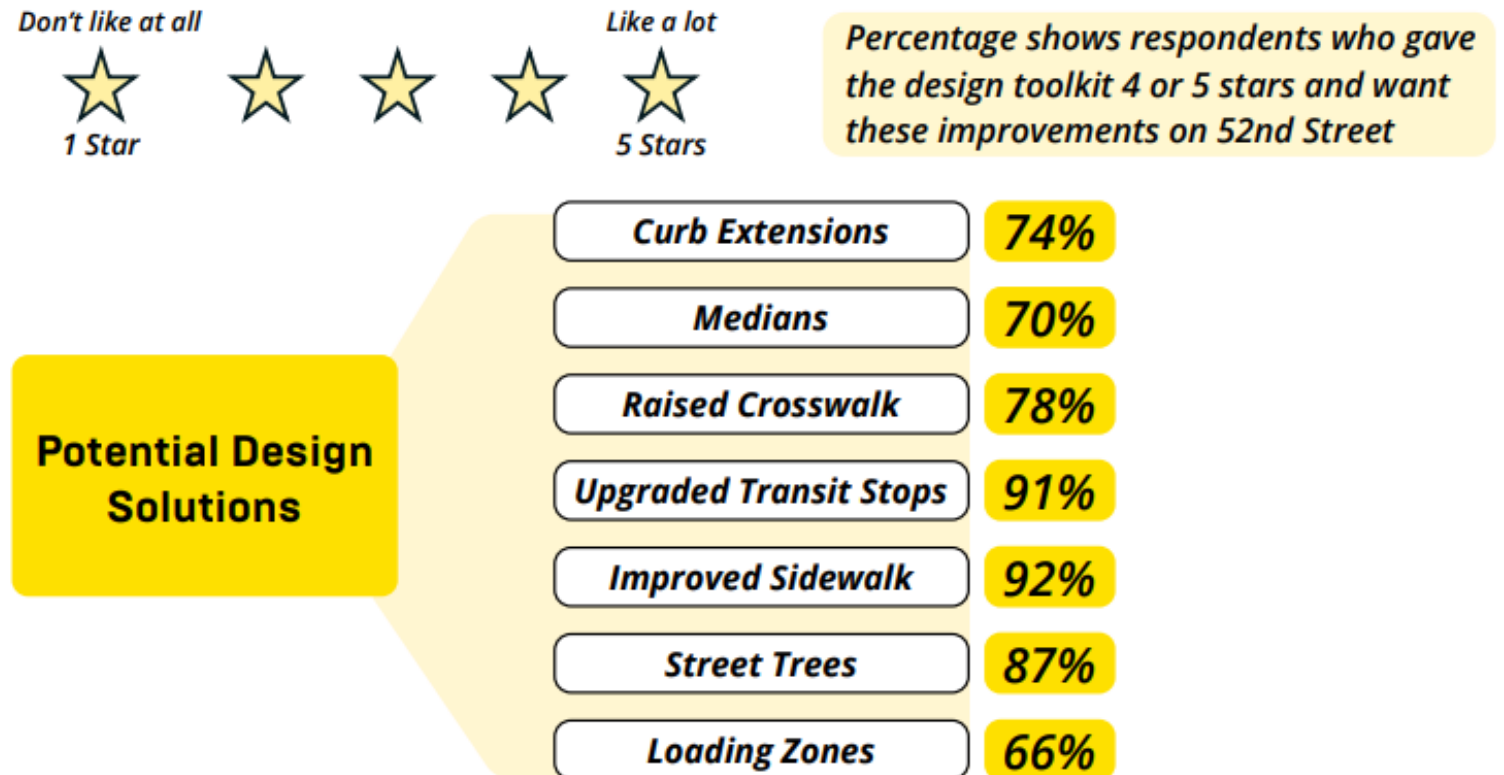
Most respondents either walk or drive on 52nd Street, followed by transit (bus and subway/trolley), while very few bike on 52nd.



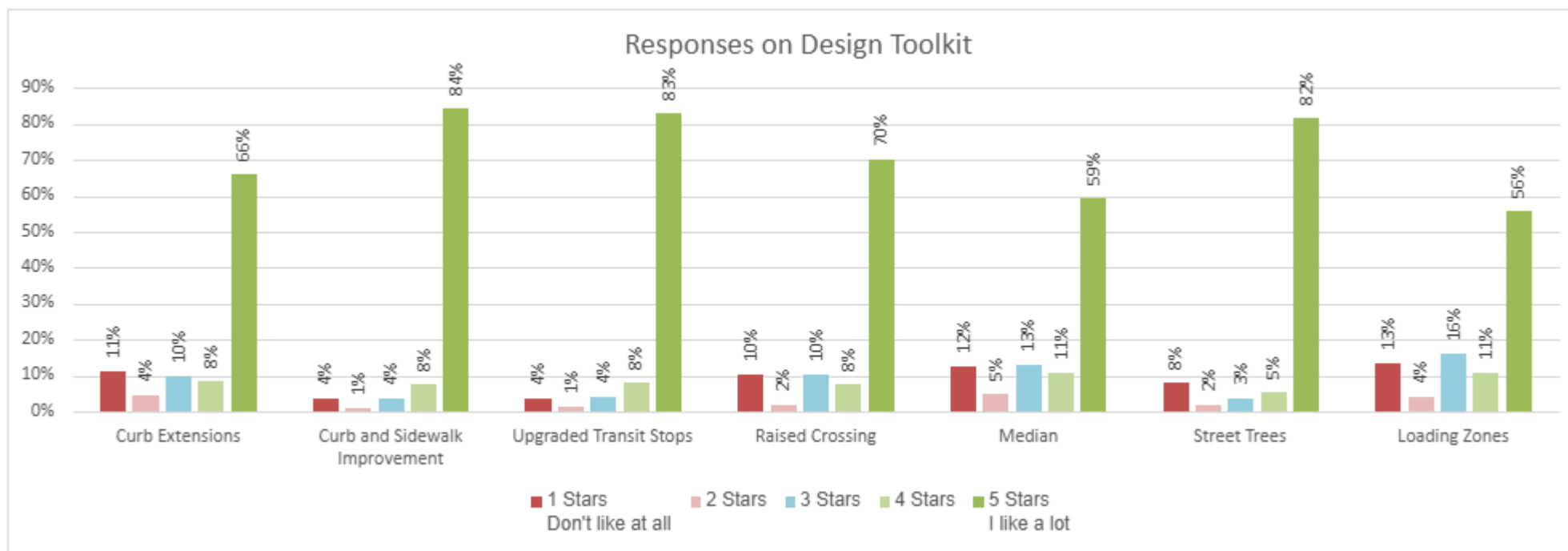
No. of responses: 594

The majority of respondents were generally supportive of the proposed design improvement toolkit.

What improvements would you like to see on 52nd?



Overall rating on Design Toolkit



Phase 2 Open House & Initial Concept Design

75 attended; 88 completed the exit survey (in person/online)



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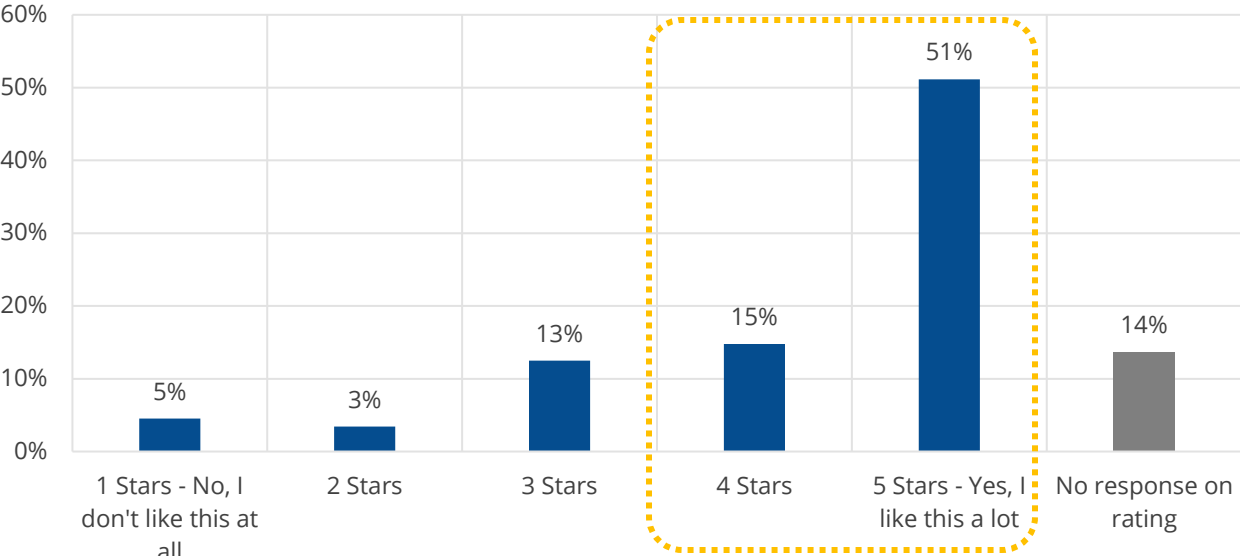
West Philly's 52nd Street corridor: city explores safety, transit upgrades

By Dawn Timmeney | Published March 5, 2026 10:01pm EST | News | FOX 29 Philadelphia | ➔

What we heard at the Open House?

66% of respondents gave the overall design 4-5 stars, indicating support

What do you think about the proposed design for 52nd Street?
(1 to 5 stars)



No. of responses: 88 (12 respondents filled out exit survey, did not provide a rating)

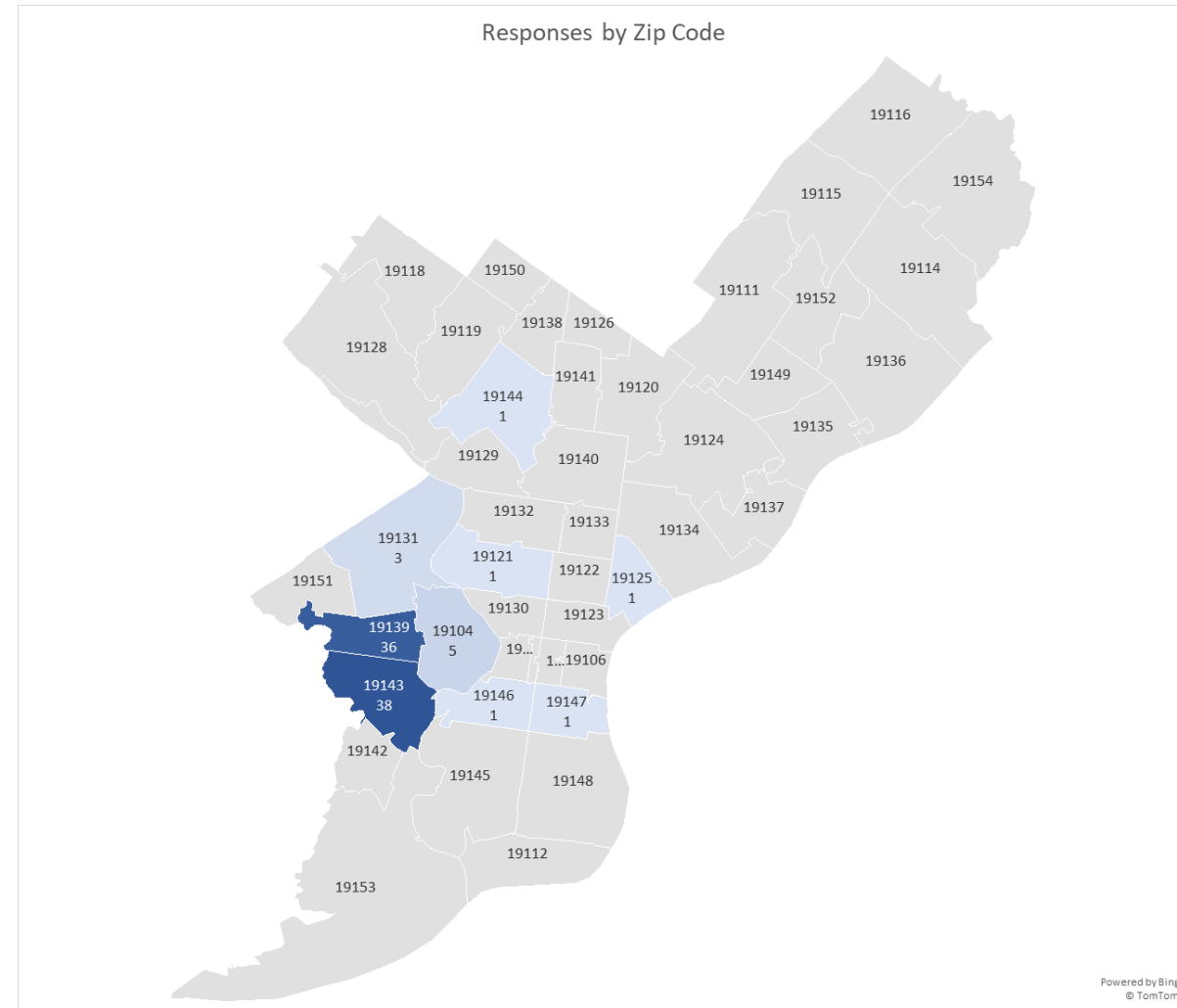


Survey responses by zip code

The majority of exit survey and online responses are from ZIP codes around the project area.

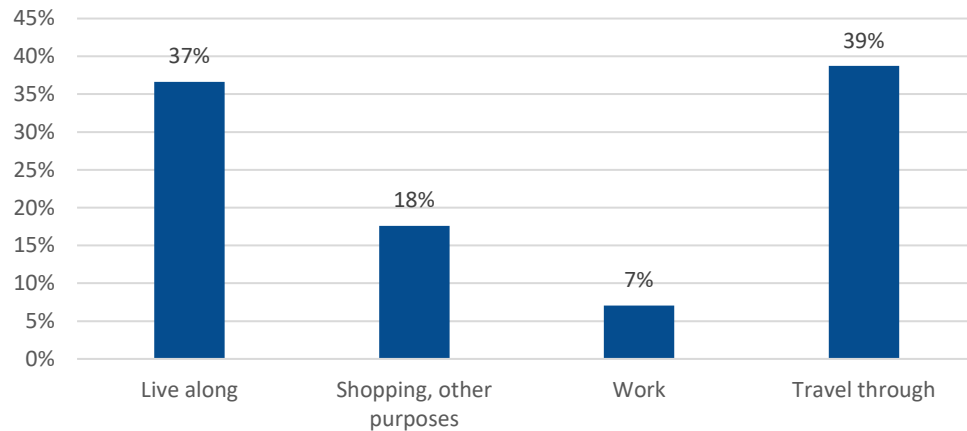
Closest Major Streets to Respondents' Home or Business:

52nd, 51st, 53rd, and 50th St

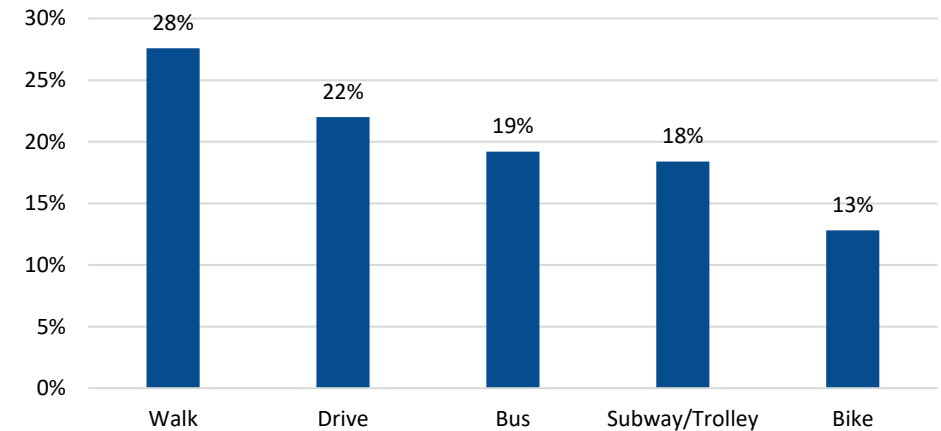


Open House: Exit Survey respondents

Majority of respondents live along or travel through 52nd Street



Most respondents walk, drive, or take transit on 52nd Street

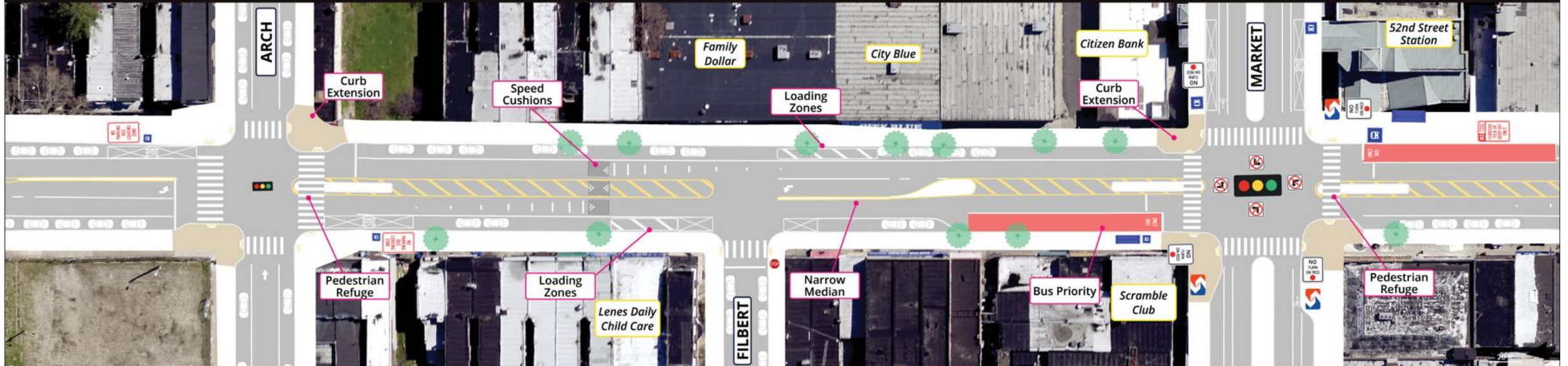


Block by Block: Comments

Note: These are some comments for each block; all raw data can be provided upon request.

Arch to Market

PROPOSED



Positive Feedback

"Curb extensions are good"

"Appreciate the bus priority lane, I am often stuck on a slow 52nd bus. Helps with accessibility + double parked cars"

"Yes to curb extension and speed bumps, etc. Anything that slows traffic is great"

"Love the ped refuge. It's super hard to cross this section safely"

Suggestions

"Can we get trees on the NW corner of Arch please? That giant fenced in empty lot is so depressing"

"There are plenty of great native street tree options. Enough with the Japanese lilacs"

"Trash cans on corners, want a clean block"

"Flex posts at X-boxes"

"Sign needed fine for vehicles stopped in bus zones"

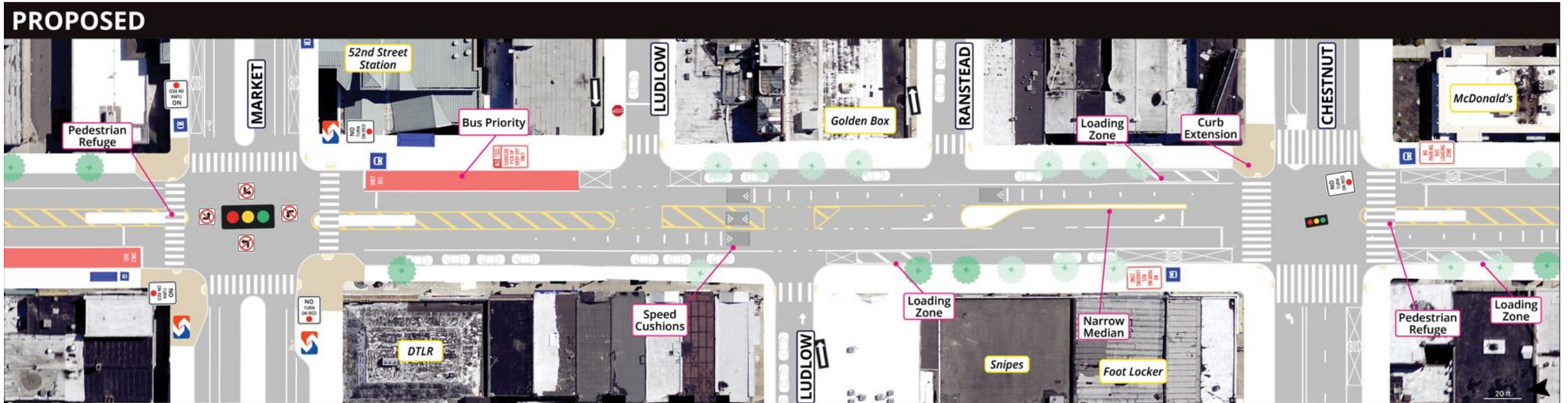
"Prioritize pedestrian signal first over car/bus traffic"

Concerns

"PPA + PPD need to enforce + also not be violators themselves"

"Stop cops parking in front of sidewalk cutouts. It's an ADA violation"

Market to Chestnut



Positive Feedback

"Bus Shelter like the idea but put the shelter that actually provide shade"

"Yay the speed cushions! great to have here as well because of the close calls coming out of Ludlow"

Suggestions

"More trees please"

"Daylighting with flex post for minor streets like Ludlow"

"Street trees are excellent as well, need more trash cans"

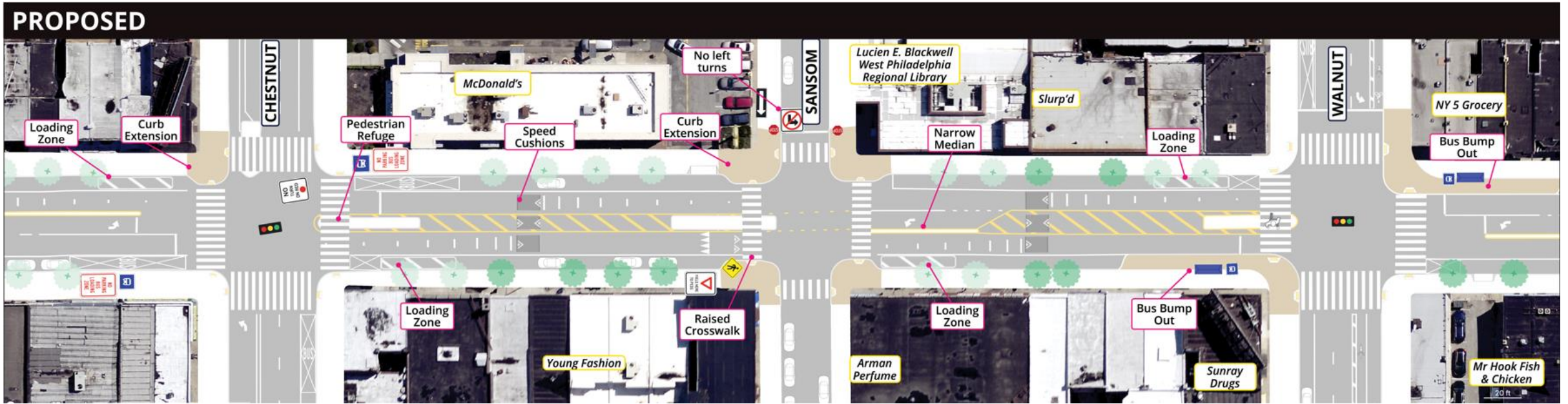
"Curb extension and planters"

"Prioritize police cars traveling safely to emergencies on Market and Chestnut"

Concerns

"No panhandling on medians"

Chestnut to Walnut



Positive Feedback

"We like the ped refuges and speed cushions"

"Loved the raised crosswalk and ped islands"

"Bus bump out are important for the safety of bus rider"

"Tree - yes, Curb extensions - yes, add planters"

"Love ped refuges and crosswalk at Sansom"

Suggestions

"Time the lights so peds have time to set in the crosswalk"

"Would like loading zone in front of Slurpd"

"Can the bus bump out be shorter"

"Prioritize police cars traveling safely to emergencies on Market and Chestnut"

"Want more trash cans and have emptied a lot. Overflowing is not attractive"

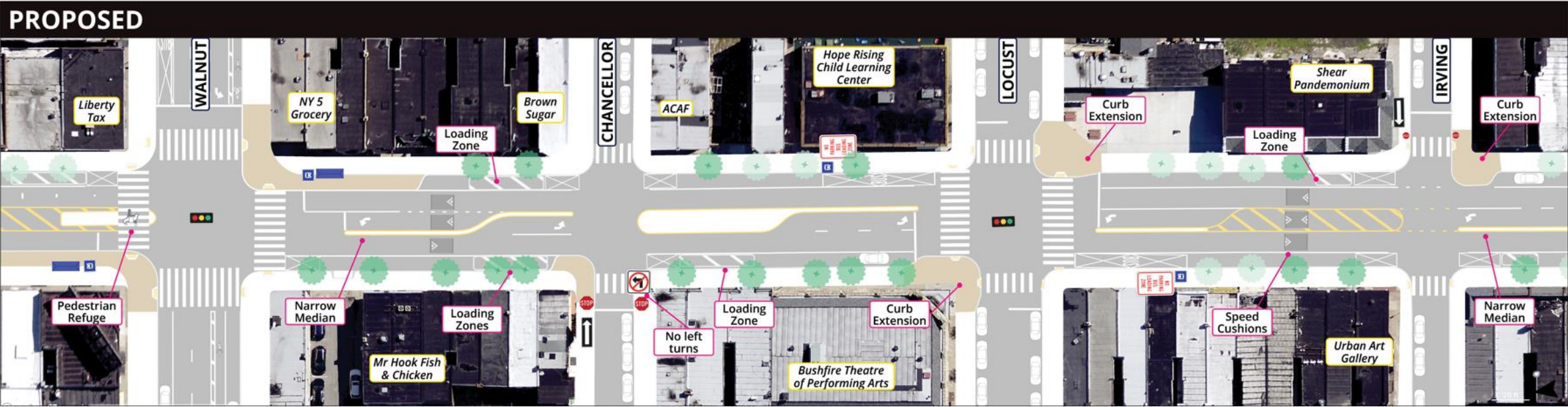
Concerns

"I avoid sitting off the bus on 52nd due to trash and cars speeding"

"Concerned about the reduced parking, due to loading zone and bus bump outs"

"People speed through McDonald to avoid the lights on Chestnut"

Walnut to Irving



Positive Feedback

"Love the no left turn at chancellor, it is super dangerous + like the median here"

"Love the median"

Suggestions

"Walnut Street needs a transit shelter where people can rest and wait for the bus"

"Quality of speed bumps needs to be improved"

"Chancellor - Locust speed cushions instead of median"

"Bushfire Theater maybe no loading needs, no parking changes"

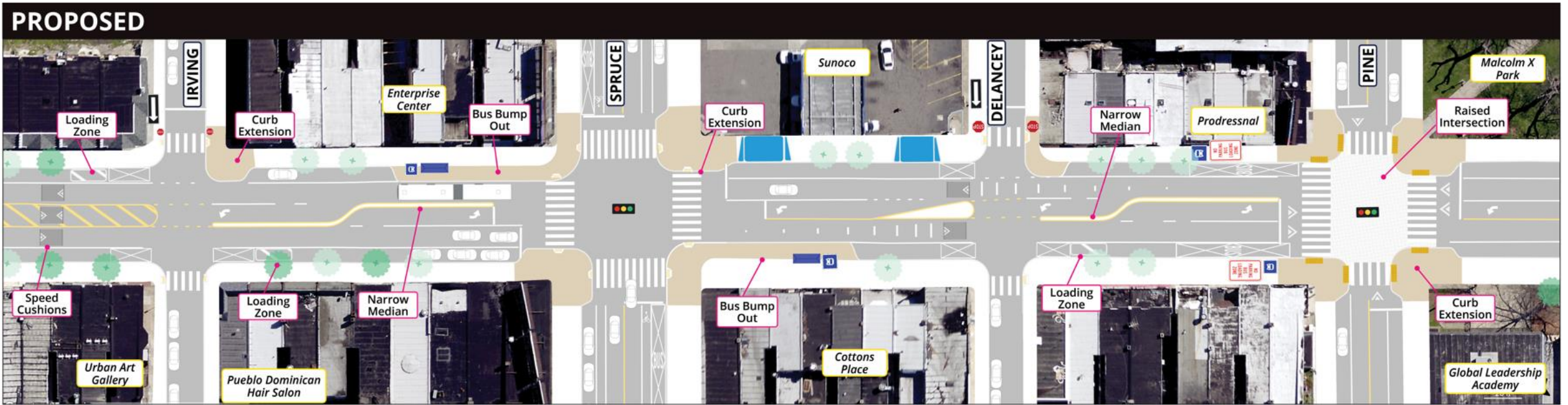
"More trash cans"

Concerns

"Concerned about no left turns out of chancellor adding additional traffic"

"No bus bump out. Less parking will hurt the businesses"

Irving to Pine



Positive Feedback

"Medians are helpful to curb speeding"

"Planters at curb extensions, Trees - yes and varieties of trees - yes"

"Raised Intersection good for school, esp children crossing the street"

"Fri + Sat food distribution good to have extended curbs"

"Yes yes yes to raised intersection"

Suggestions

"Need bus shelters that provide shade from the elements"

"Speed bumps on Irving make one-way"

"Sunoco ramps need to be physically diff from sidewalk - cars parking at the sidewalk"

"Trees in front of sunoco good idea to prevent parking on sidewalk"

"Turning signal needed on spruce & 52nd E/W bound dangerous to pedestrians"

Concerns

"Sunoco parking lot used as cut through to avoid the red light on 52nd & Spruce"

"Sunoco crosswalk/Sidewalk unusable due to drive behavior"

"Flower pots are frequently vandalized used as garbage cans"

1 Star Rating (Comments)

"I may not live or work in this area but the proposed corridor vision will affect the entire 52nd Street corridor north to south. SEPTA will impede the flow of traffic even more if this plan moves forward. I just heard about this meeting 2 hours ago + didn't know anything about the plan"

"Why extend the curbs when driving a truck or a bus can barely turn the corner. Especially after the city put in slab the concrete made things worse!"

2 Stars Rating (Comments)

"Please think of the businesses. If this wasn't a business corridor, this plan would not be needed. Add parking and not take away parking and make sure police can quickly move through to emergencies"

"In your proposal, speed cushions are scarce and generally dangerous due to drivers who swerve to avoid them. Speed humps -that extend across the entirety of the street - should be standard Further, please include a bicycle lane. Either a 2-way lane on one side or two bike lanes on each side. There is no reason why all Philly street proposals moving forward should not include a bicycle lane. It slows/reduces traffic, increases commercial spend, provides greater safety for cyclists, and connects cyclists to other bike lanes. I've raised this concern in the past and would really appreciate a response on why it's not being considered. Love the bus bump outs, curb extenders, pedestrian refuges, and raised crosswalks"

3-5 Stars Rating (Comments)

"Why are there no bike lanes? This area is heavily used by bikes, and the street needs a road diet"

"The changes seem reasonable. Hoping that what is hoped for comes through"

"Love more designated loading zones with bus bump out and raised medians"

"Really thoughtfully done. Looking forward to seeing the changes"

"The proposed transit improvements are a big upgrade - bus lanes, bump outs, and accessibility improvements. I strongly support measures to speed up bus travel on 52nd St + improvements for pedestrians that make all road user safer"

"Need for more lighting, additional support for corridor cleaning - more trash bins, educational programs to help change culture + attitudes toward reckless driving and unsafe behaviors"

"The curb cuts from the Sunoco station onto 52nd at spruce are dangerous, especially for pedestrians, and undermine the great work being proposed. Can anything be done to manage them better or even eliminate (one of both of) them?"

"I'm excited for public transit to be safer along such a busy corridor. It may not be a total solve, but it will certainly reduce traffic deaths and make public transportation + making the corridor more attractive"

"I wish it could extend all the way to Baltimore Ave. I am excited about the trees and more shade. it will make walking on 52nd more pleasant. I also hope this drives more people to be interested in vacant store fronts. 52nd has potential for sure!"

Respondents who did not provide a rating (comments)

"Like to see project extended N 52nd pass arch. Excited about the proposals, open bought project to life"

"Present the turning lane from being used as a high speed passing lane is a huge plus for safety concern. Appreciate these boards"

"I really think this is a wonderful concept. It looks like you are considering the neighbors. My main concern will be parking during afterhours. Will the neighbors be able to park on the street at this time over and have more their vehicles within a certain hour before the start of business. Other than that good with your project"

"Concerns about driver and pedestrian safety"

"SEPTA bus lanes need to be moved back to corners. The bus drivers don't pull into designated spots"

"More trash cans/safer streets"

"More mural not plants, deal with dangerous, police & fire coordination, more informat of state law no cell phone"

"Hopefully this will come to the north side of 52nd St"

"Vehicles zoom thru my block: 5100 Irving, they enter at 51st and sometime (often) speed toward 52nd at lot of SUV and other truck pass thru. When I leave home, I return to find something missing"

What we heard at the Business Association Meeting

Positive Feedback	Suggestions	Concerns
<i>In favor of curb extensions near the school and park</i>	<i>Arch to Market – curb extensions feels unnecessary</i>	<i>Mixed opinions on pedestrian refuges/medians, concerns about Police, Fire, and EMS response times</i>
<i>Some in favor of street trees</i>	<i>Placement of loading zones, don't place it near the bus stops</i>	<i>Opposed to the no left turns out of Sansom</i>
<i>Some businesses felt that loading zones could help customers with local pickup</i>	<i>Put speed enforcement and posted speed limit, but don't add speed cameras</i>	<i>Chestnut to Walnut – mixed review on bus bump outs and curb extensions and median</i>
<i>Some don't mind curb extensions, as they help when using a stroller and encourage slower turning</i>	<i>Some businesses have concerns about maintenance and trees blocking visibility of their storefronts</i>	<i>Walnut to Irving – people take uber and observe lot of double-parked cars</i>
	<i>Putting too many loading zones would take away parking</i>	<i>Some expressed concern about parking for business owners</i>
	<i>Arch to Market: Mixed reviews on the length of the bus priority lane; some felt it would create more traffic.</i>	

Note: The above feedback is exclusively from the Business Association meeting and does not represent all businesses.

During the Phase 1 Information Gathering:

72% of respondents who work or own a business on 52nd Street reported feeling somewhat or extremely unsafe while traveling on 52nd

Next Steps

What's next?

Most people in the community support the overall concept design and traffic safety improvements.

