

# PARKSIDE AVENUE REPAVING & CORRIDOR SAFETY PROJECT

## PennDOT REPAVING



PARKSIDE AVENUE,  
GIRARD AVENUE - N. 52nd STREET

1. In progress from **October 23 to mid-November**
2. Milling the roadway
3. Repaving with fresh asphalt

Repaving is an opportunity to change the way the road is laid out, making it safer for people walking, biking, driving, and taking transit.

## CORRIDOR SAFETY PROJECT

### WHY TRAFFIC SAFETY MATTERS IN YOUR NEIGHBORHOOD

Every year, there are **over 10,000** reported crashes in Philadelphia, taking the lives of nearly **100 people**. Parkside Avenue has a higher rate for severe traffic crashes than the average Philadelphia street.



### CRASHES ON PARKSIDE AVENUE

On Parkside Avenue between 2012 to 2016, there were **147 reported crashes**. Although data for 2017 is not yet available, 1 person walking was killed and 1 was child seriously injured in crashes on Parkside Avenue in July.

**120 PEOPLE INJURED**



in traffic crashes  
on Parkside Avenue, since 2012.

# VISION ZERO

CITY OF PHILADELPHIA

ZERO TRAFFIC DEATHS BY 2030

# PARKSIDE AVENUE REPAVING & CORRIDOR SAFETY PROJECT

## SAFETY PROJECT GOALS

The primary goal of this project is to make Parkside Avenue safer for neighbors walking to their cars, the bus, and to Fairmount Park.

This project will make Parkside Avenue safer and more comfortable by:

- **Shortening crossing distances** for people walking [in some places, crossing distance is 80 feet!];
- **Calming vehicle speeds** by reorganizing roadway space;
- **Including dedicated bus stop areas;**
- **Adding a parking protected bicycle lane** to better protect people walking and bicycling; and
- **Upgrading an important link in the bicycle network** to connect N. 40th Street to Parkside.

## WHAT TO EXPECT

**NEIGHBORHOOD**  
(South side of the street)



**FAIRMOUNT PARK**  
(North side of the street)

### SAME:

- One vehicle lane in each direction
- One center turn lane
- One parking lane on each side of street

### IMPROVED FOR SAFETY:

- North parking lane offset from the curb
- Pedestrian refuge areas at long crossings
- Two bike lanes both next to north curb

**Planned: Pedestrian refuge areas at bus stops and intersections**



**Planned: Parking on north side shifted from curb to add protected bike lanes**



**Opportunity for future improvement**

