VISIONZERO
CITY OF PHILADELPHIA
Parkside Avenue Safety Project
Project Process

PennDOT notifies city of repaving – end of January

City staff internally reviews projects and identifies safety issues – March

Staff receives PennDOT approval for safety improvements - May

Staff reaches out to Councilman Jones’ office - May

Local meetings with Stakeholders – May/June

City revises proposal based on stakeholder feedback and meets with Council – July/August

City staff coordinates modifications to Fairmount Park Conservancy project – September

Small group stakeholder meeting (tonight/October)

Repaving and striping – end of October

Apply for additional funding for signal and upgraded pedestrian improvements - December

Apply for additional funding for signal and upgraded pedestrian improvements - December
Background
What is Vision Zero?

A policy that states clearly that traffic deaths are preventable and unacceptable.

CORE PRINCIPLES:

• Human life takes priority over mobility;
• Human error is inevitable and unpredictable;
• People are inherently vulnerable and speed is a fundamental predictor of crash survival;
• Safe human behaviors, education, and enforcement are essential contributors to a safe system.
**WHEN A PERSON IS HIT BY A DRIVER AT...**

- **20 MPH**: 1 out of 10 die
- **30 MPH**: 5 out of 10 die
- **40 MPH**: 9 out of 10 die

*Slowing down saves lives.*
Why Vision Zero in Philadelphia?

Every year, there are over 10,000 reported crashes in Philadelphia.

5-YEAR TREND:

- 2011: 87 killed / 277 severely injured
- 2012: 107 killed / 291 severely injured
- 2013: 89 killed / 257 severely injured
- 2014: 97 killed / 257 severely injured
- 2015: 94 killed / 275 severely injured

100 people are killed in traffic related crashes.
Why Vision Zero in Philadelphia?

Every year, there are over 10,000 reported crashes in Philadelphia.

4 children every day are reported to be involved in traffic crashes.
Vision Zero: High Injury Network

50% of Killed/Serious Injury Crashes on 12% of Streets
Why is this important?

Crash history

Over 5 years, 2012-2016:
- 147 reportable crashes, 8 people seriously injured
- 1 bicyclist & 2 vehicle passengers killed

Summer 2017:
- Pedestrian fatality on Parkside between Bryn Mawr – 53rd
- Pedestrian (12 year old) serious injury at 50th & Parkside
OUR CITY AND OUR FAMILIES DESERVE SAFER STREETS.

Zero traffic deaths by 2030.
Where is the project area?

- In the East and West Parkside neighborhoods
- Fairmount Park adjacent
- Residential, industrial, and business uses
- 3 schools, many park destinations
At 49th, looking west

- 1 center turn lane
- 2 parking/loading lanes
- 2 motor vehicle lanes
- 2 painted bicycle lanes
Why is this important?

High pedestrian crossing demand and volumes
Many community assets

Why is this important?
Why now?

**Funded new community assets coming soon**

- Parkside Edge Pedestrian Improvements - 2017
- **PennDOT Repaving on Parkside, Girard-52nd**
- Parkside Ave Traffic Calming – 52 – Bryn Mawr
- 53 & Parkside Intersection Upgrade – 2018-2019
- Parkside Cynwyd Trail - 2019+
What are the safety issues?

Long pedestrian crossings

Ideal maximum pedestrian crossing distance = 33 feet or 3 lanes without median

80’ – 90’

60’
Goals of Parkside Ave Safety Project

Increase pedestrian safety by:

- Shortening pedestrian crossing distances
- Providing painted pedestrian refuge areas

Maintain travel and turn lanes throughout the project area

Provide 1 + miles of new protected bicycle lanes
What is proposed?

Area of Discussion:

• PennDOT Repaving Project, Girard – 52nd
What is proposed?

PennDOT Repaving Project, Girard – 52nd

Existing Parkside cross section

Proposed cross section May 2017

REVISED Proposed cross section October 2017
What is proposed?

PennDOT Repaving Project, Girard – 52nd

NOW

PROPOSED
What is proposed?

PennDOT Repaving Project, Girard – 52nd

Examples in other cities

Mid-Block, Typical

REVISED
Proposed cross section
October 2017

Philadelphia
Ryan Avenue
What is proposed?

At Bus Stops and Intersections

Philadelphia
Chestnut Street

REVISED
Proposed cross section
August 2017
What is proposed?

PennDOT Repaving Project, Girard – 52nd

REVISED Proposed cross section August 2017

At Parkside Edge Bumpouts/Median

Bikeway Shifts at Bumpout
Summary

Benefits of new proposal:

- Adjusted design based on community feedback
- Curb side parking on neighborhood side
- Increased pedestrian safety by:
  - Shortening pedestrian crossing distances
  - Providing painted pedestrian refuge areas
- 2 travel lanes throughout the project area
- Provide 1.7 miles of new protected bicycle lanes
Next Steps

PennDOT Paving Project: End of October 2017

Potential Improvements for Future Funding Applications:

- Concrete Islands at Pedestrian Refuges
- Bus Stop Islands
- Traffic Signal at 51st Street
Thank you

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