LINDBERGH BOULEVARD REPAVING & VISION ZERO SAFETY PROJECT

PROJECT CONTEXT
Lindbergh Boulevard will be repaved from 65th Street to 58th Street.

The City is proposing a new layout for the street to increase safety for all users, which will:
- Reduce vehicle speeds;
- Decrease driver weaving;
- Shorten crossing distance for people walking across the street;
- Maintain vehicle parking for residents along the corridor;
- Provide a safe and protected bicycle route between local parks, Bartram’s Garden, and the John Heinz Refuge.

PROJECT BOUNDARIES:
Lindbergh Boulevard, 58th - 65th

PRIMARY PROJECT GOALS:
1. Calm vehicle speeds and dissuade erratic driving
2. Improve safety for people walking, taking transit, and biking
3. Encourage neighborhood connections between residences and neighborhood parks, Bartram’s Garden, the John Heinz Refuge

142 PEOPLE INJURED IN CRASHES ON LINDBERGH
There were 120 crashes on Lindbergh Boulevard between 58th - 65th Streets from 2013 - 2017.

90 crashes, or 75% of all crashes, resulted in injuries. A total of 142 people were injured, 5 severely and 1 killed.

SLOWING DOWN SAVES LIVES
As a Vision Zero High-Injury Network Corridor, Lindbergh Boulevard is part of the 12% of streets city-wide on which crashes that resulted in 50% of all traffic deaths and severe injuries occurred.

Traffic deaths on Lindbergh Boulevard are preventable and unacceptable. While it is a major arterial street, it is also residential and serves people going to and from work.

With higher speed crashes come a higher risk of a traffic death, particularly for people walking and biking. The proposed layout will manage vehicle speeds and improve safety for all roadway users.

VISION ZERO DESERVES SAFER STREETS

SOUTHWEST PHILADELPHIA DESERVES SAFER STREETS
ZEROTRAFFICDEATHSBY2030

2019 Fact Sheet

Please send questions to:
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Vision Zero PHL Information:
www.visionzerophl.com

WHEN A PERSON IS HIT BY A DRIVER AT...
1 OUT OF 10 DIE
5 OUT OF 10 DIE
9 OUT OF 10 DIE

Slowing down saves lives.
WHY IS ONE VEHICLE LANE SAFER THAN TWO VEHICLE LANES?

When a roadway has more vehicle lanes than is needed, the extra space encourages drivers to speed and weave. Some sections of Lindbergh Boulevard, north of 58th Street, have just two through vehicle lanes. While Lindbergh Boulevard, between 58th - 65th Streets, currently has four vehicle lanes with a center turn lane. There is not enough vehicle traffic to require four travel lanes.

According to the US Department of Transportation¹, road diets reduce vehicle speeds and vehicle interactions, which typically reduce the number and severity of vehicle-to-vehicle crashes. Road diets also help pedestrians by reducing the number of vehicle lanes to cross and reducing vehicle speeds.

¹ Evaluation of Lane Reduction “Road Diet” Measures on Crashes, US Department of Transportation FHWA-HRT-10-053

NORTH OF 58TH STREET

EXISTING:
• Parking on both sides
• Bicycle lanes on both sides
• One north-bound and one south-bound vehicle lane
• Center turn lanes

PROJECT FOCUS: 58TH - 65TH LAYOUT

EXISTING:
• Parking on both sides
• Two north-bound and two south-bound vehicle lanes
• Center turn lanes

PROPOSED:
• Parking on both sides
• Bicycle lanes on both sides
• One north-bound and one south-bound vehicle lane
• Center turn lanes