



# 48th Street Repaving and Safety Project Frequently Asked Questions

Above: 48th Street at Springfield Avenue

June 2024

## What is happening and when?

Repaving occurred on most blocks of 48th St in 2023. Restriping and installation of the new layout will begin in June 2024. Construction will include:

- Painting fresh roadway markings and crosswalks
- Adding new speed tables on most blocks from Haverford to Kingsessing
- Repainting conventional bike lanes from Chestnut to Haverford
- Adding a one-way northbound parking separated bike lane from Chestnut to Kingsessing
- Adding planters and flexible delineator posts on some parking separated bike lane blocks

## Why is this important?

Neighbors and commuters on 48th Street told City staff that drivers speeding and aggressively driving are major concerns.

48th Street is on the city's High Quality Bike Network, where people biking at all ages and abilities should feel comfortable and be separated from people driving.

## What are the project goals?

- Create a smoother street surface
- Reduce speeding and aggressive driving
- Create shorter and safer pedestrian crossings
- Increase safety for people riding bikes

## What does the new layout look like?

- Speed tables
- Parking separated bike lane northbound
- Two driving lanes, one in each direction
- Two parking lanes
- SEPTA bus stops areas with X boxes
- Corner painted areas



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## What will the separated bike lane look like?

The separated bike lane will look much like the separated lanes on Walnut and Chestnut Streets but with two-way vehicle traffic. On most blocks of 48th Street, the City is testing a layout with no flexible delineator posts mid-block. At corners, there will be flexible delineators posts and planters will be installed later in the season thanks to Councilmember Gauthier with support from the University City District.



Chestnut Street at 40th Street

## How will travel lanes be impacted?

During construction, travel lanes will typically be open. Periodic nighttime closures may occur. In the final layout, there will be one vehicle travel lane in each direction just as there is today; space for people driving will not be impacted.

## How will parking lanes and spaces be impacted?

Between Haverford and Chestnut, the parking lanes will remain at the curb. Between Chestnut and Kingsessing, the new layout will shift the parking lane away from the curb on the east side of 48th Street. Instead of parking at the curb, drivers will park between the travel lane and the bike lane buffer.

There will be a parking loss of about 3.5 spaces per block. A parking space is defined as 20 feet long, but some spaces can be more or less than 20 feet depending on vehicle size and quality of the parking job. The reduction in parking spaces is due to new bus zones and new painted “daylighting” areas at corners and driveways to increase visibility and safety for people walking. A block by block diagram of parking and loading layout is available upon request. **Philadelphia Municipal Code Section 12-913 states that “no person shall stand or park a vehicle within 20 feet of a crosswalk at an intersection.”**

## How will driver loading and deliveries be impacted?

Drivers today use the driving and bike lane to load and deliver. This will not be possible in the new layout. There are no planned designated loading zones in the new layout, though residential loading zones were offered to block groups during engagement. If residents or businesses are interested in a new loading zone, please contact OTIS at the email address below.

## How to use the new layout:

- DRIVERS: Yield to people walking and biking when making turns, only park or stop in the parking area, be alert when unloading adjacent to the bike lane. Park and load outside the painted buffer, not at the curb.
- BIKERS: Stop at traffic lights, do not bike on the sidewalks, and yield to pedestrians as well as those loading.
- WALKERS: Be alert when crossing the bike lane and use marked crosswalks when crossing the street.

