

MEETING FORMAT

1. Sign In
2. View the Open House Boards & Discuss with Staff
3. View the Block-by-Block Layout & Comment with your feedback
4. Fill out the Exit Survey before leaving

Project Timeline



MEETING GOALS

- Share details about the City-recommended changes on 47th Street from Chestnut - Kingsessing
- Gather feedback on the layout changes on each block along the corridor

MEETING CODE OF CONDUCT

- **Show respect** to City staff and fellow meeting attendees
- If you have a long question, **step aside** to let others read
- Critique **ideas** and not individuals
- Failure to follow these rules will result in being asked to leave the building.

47TH IS A VISION ZERO HIGH INJURY NETWORK

80% of traffic deaths and serious injuries occur on just 12% of Philadelphia streets, the VZ High Injury Network.

Crash statistics between 2019 and 2023:

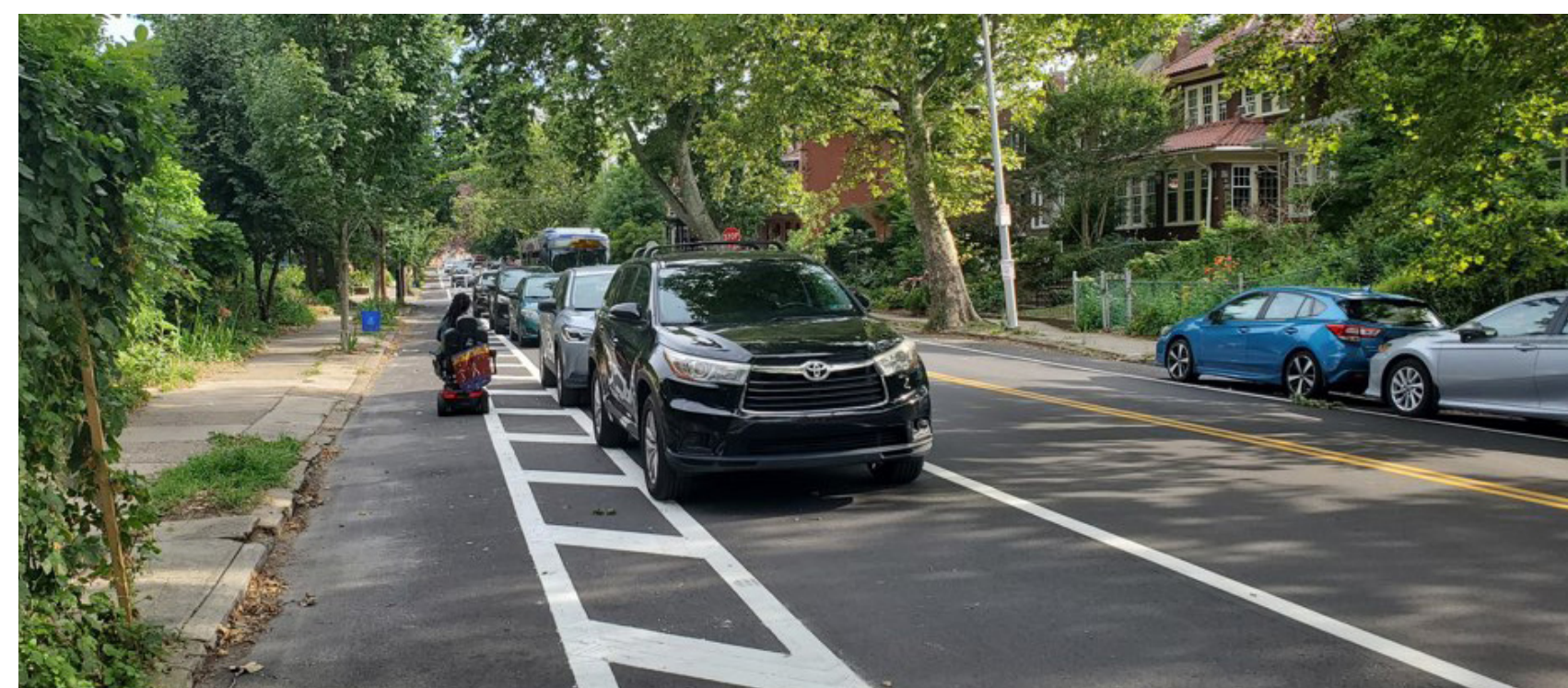


Reported crashes (Source: PennDOT, City of Philadelphia)

*In 2024, 1 person walking was seriously injured

REPAVING IS A TIME TO RESET

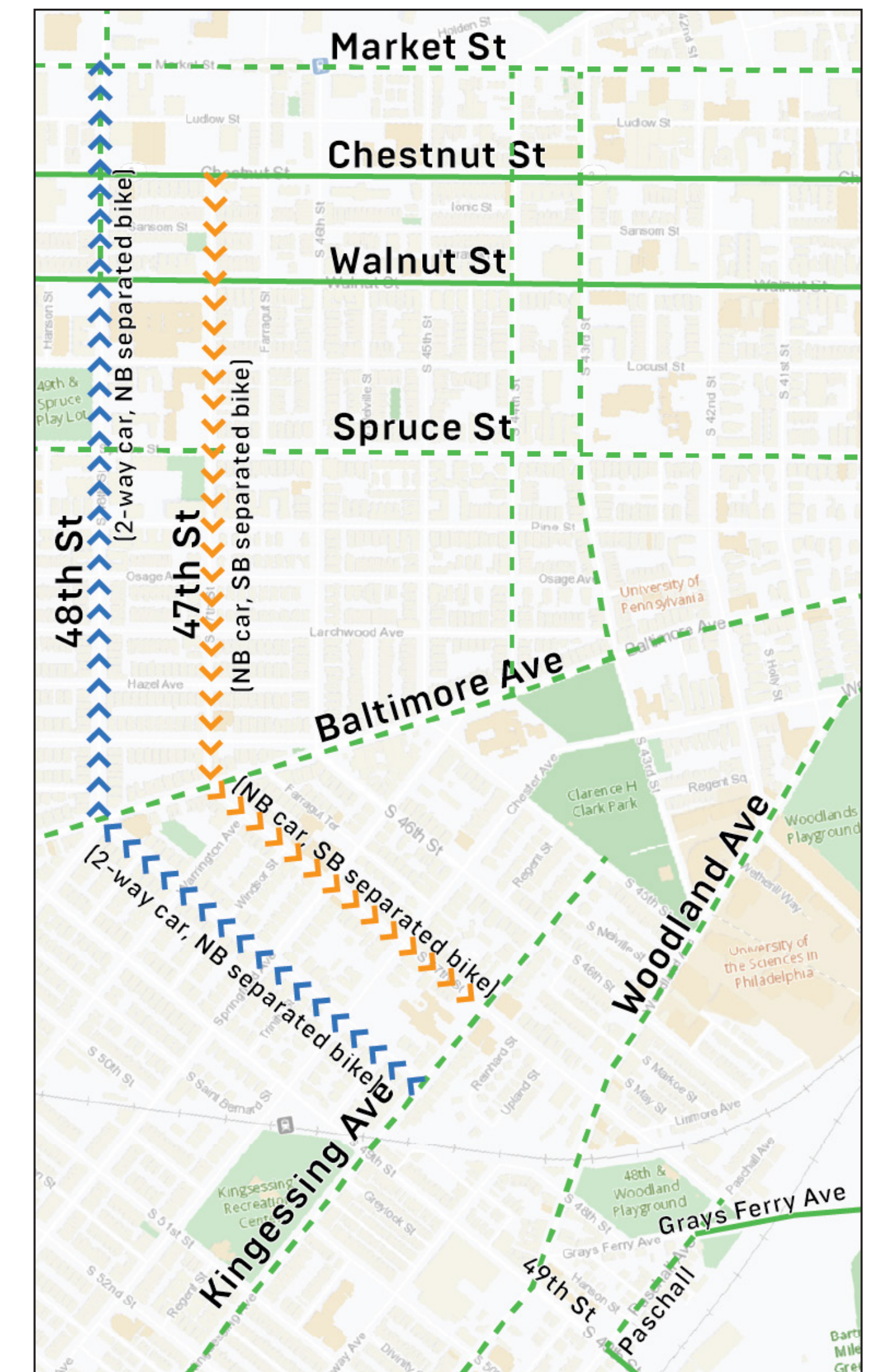
47th Street will be repaved in 2025. With repaving, the roadway is a clean slate for traffic safety improvements.



ADD LINK IN HIGH-QUALITY BIKE NETWORK

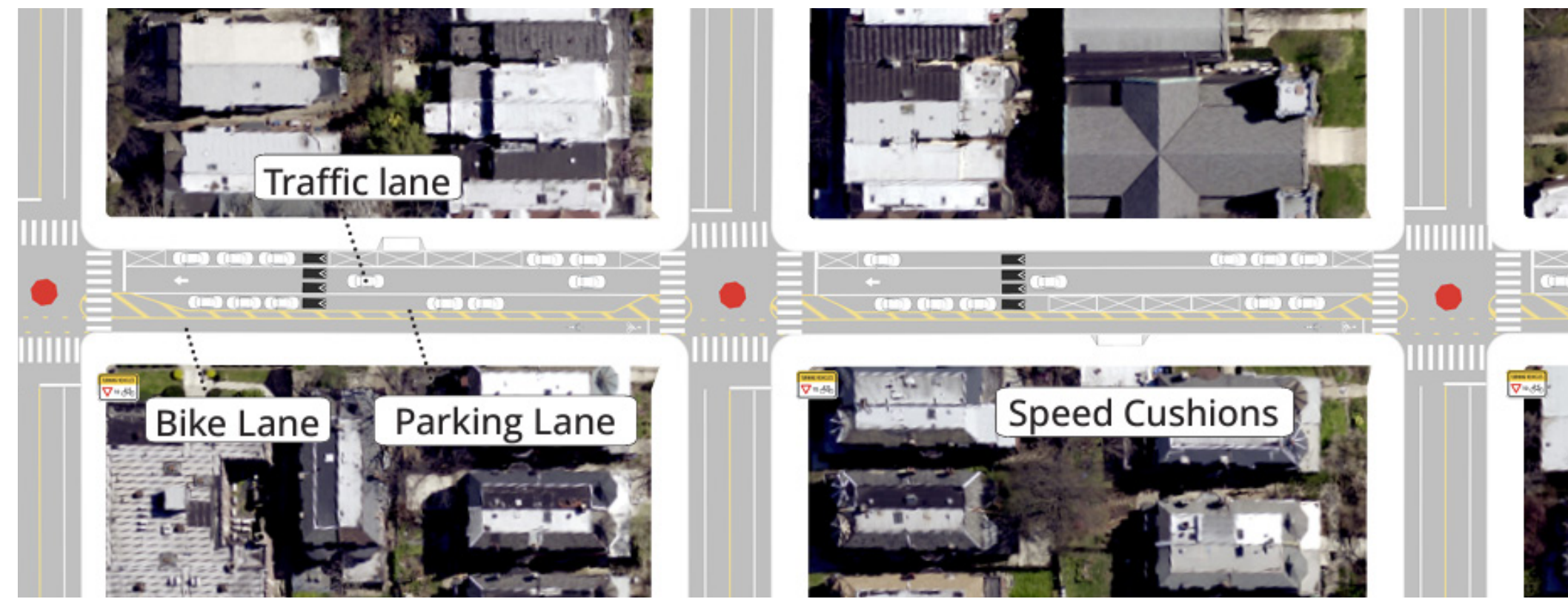
A new separated bike lane link on 47th Street will:

- Connect separated bike lanes on Walnut and Chestnut Streets and many painted bike lanes
- Be a southbound pair to northbound 48th Street separated bike lane



PROPOSAL

Convert from two-way vehicle traffic to one-way northbound vehicle traffic and add a bike lane.



- Speed cushions
- Painted corner areas
- One vehicle lane northbound
- Two parking/loading lanes
- Parking separated bike lane southbound

BENEFITS

- Shorter distance for pedestrians to cross in front of moving vehicles
- Traffic calming treatments encourage safe driving speeds and discourage aggressive driving
- Separate spaces in the roadway for each mode
- One-way vehicle traffic means fewer potential conflict points for people crossing the street



Parking separated bikeway on a one-lane one-way street, 22nd Street

PROJECT AREA

- 47th Street, Chestnut Street to Kingsessing Avenue



47th Street

Project Goals

- Improve traffic safety for all users of 47th Street
- Provide a link in the High Quality Bike Network

SCHOOL DROP OFF & PICK UP OPERATIONS

Concern: Will the one-way conversion make school drop-off and pickup by vehicle less safe for kids and cause congestion?

Analysis: City staff met with school staff and observed drop-off and pickup at both schools. The proposed layout will reduce conflict points, increase pedestrian safety, and streamline the car-based drop-off and pickup process. See the Table Exercise for more details.



Drop-Off at St Francis de Sales School
Sept 2024

INTERSECTION OF 47TH & BALTIMORE

Concern: Will intersections be more confusing and less safe with the new layout?

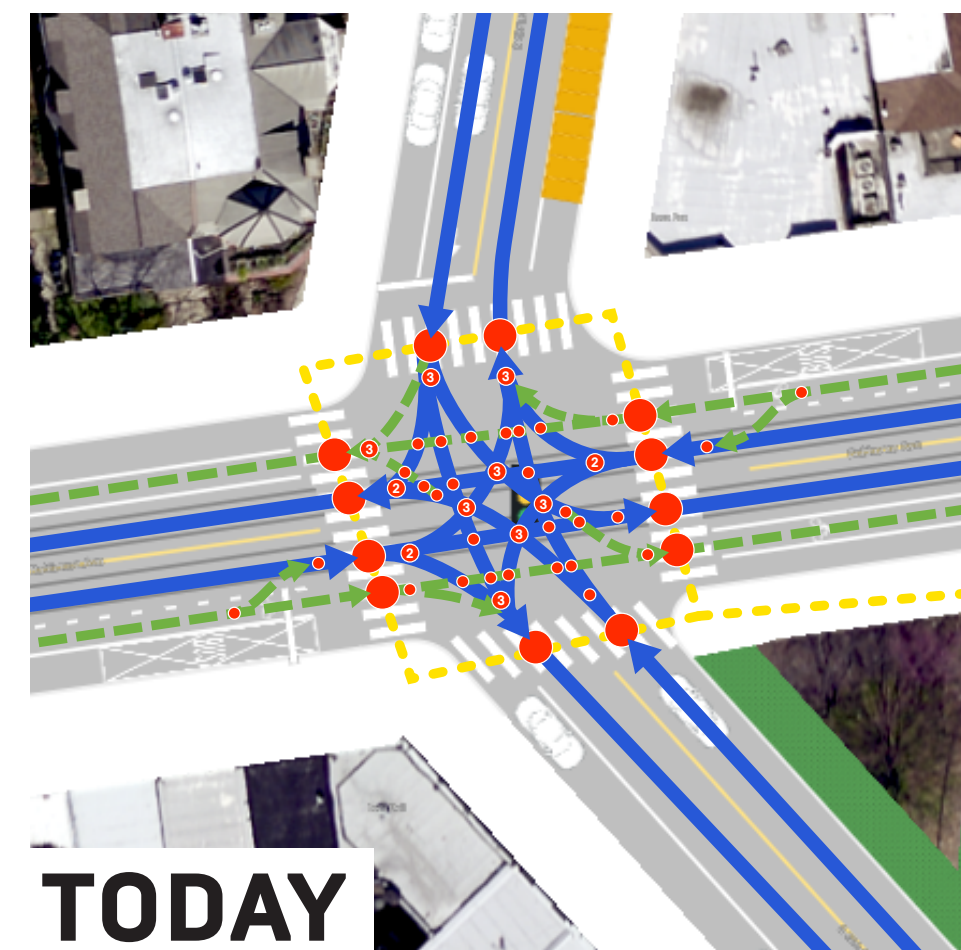
Analysis: Intersections with fewer conflict points are safer. A one-way 47th Street will increase traffic safety at this intersection and **remove 1/3 of conflict points.**

A **conflict point** is where the movements of people driving, walking, or biking intersect. These can include turning, merging, and crossing paths. Each conflict point is where:

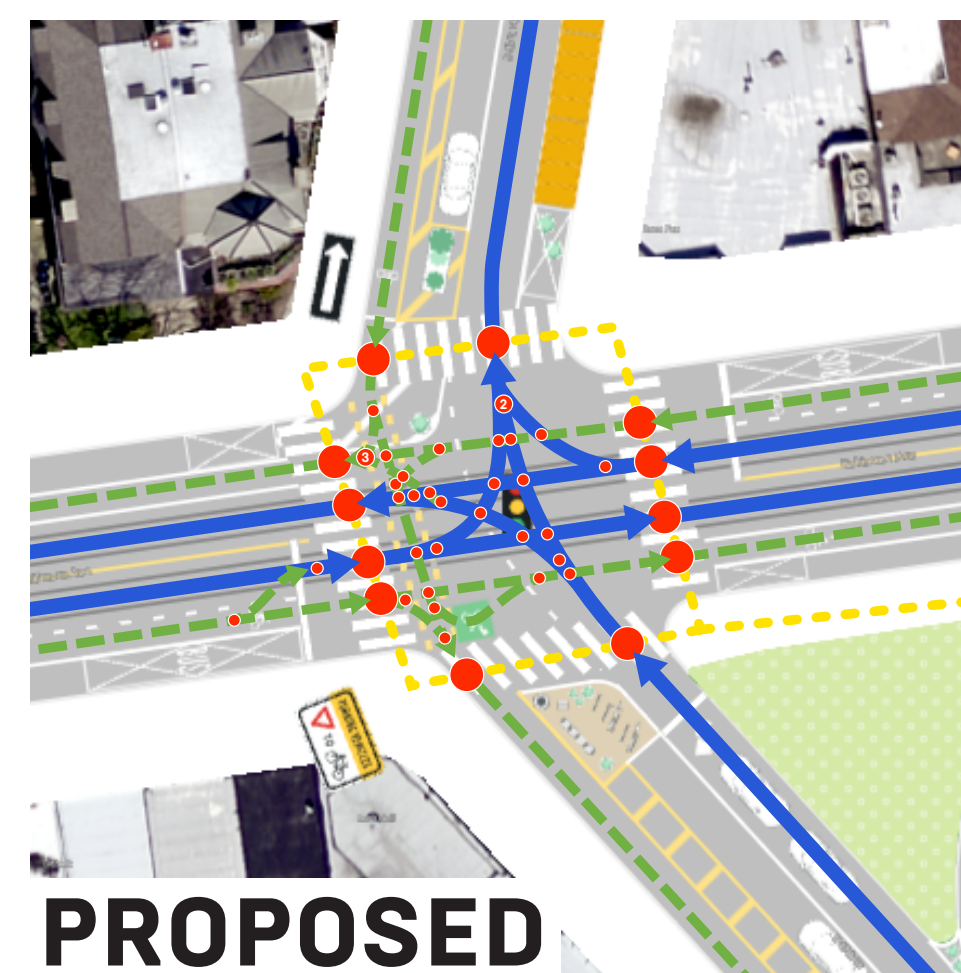
- People need to look while traveling through an intersection
- People's travel behavior decisions overlap with each other
- A potential crash may happen

Example: A driver decides to quickly turn left in front of another oncoming driver, but they strike a person crossing in the crosswalk.

**70
Conflict
Points**



**46
Conflict
Points**



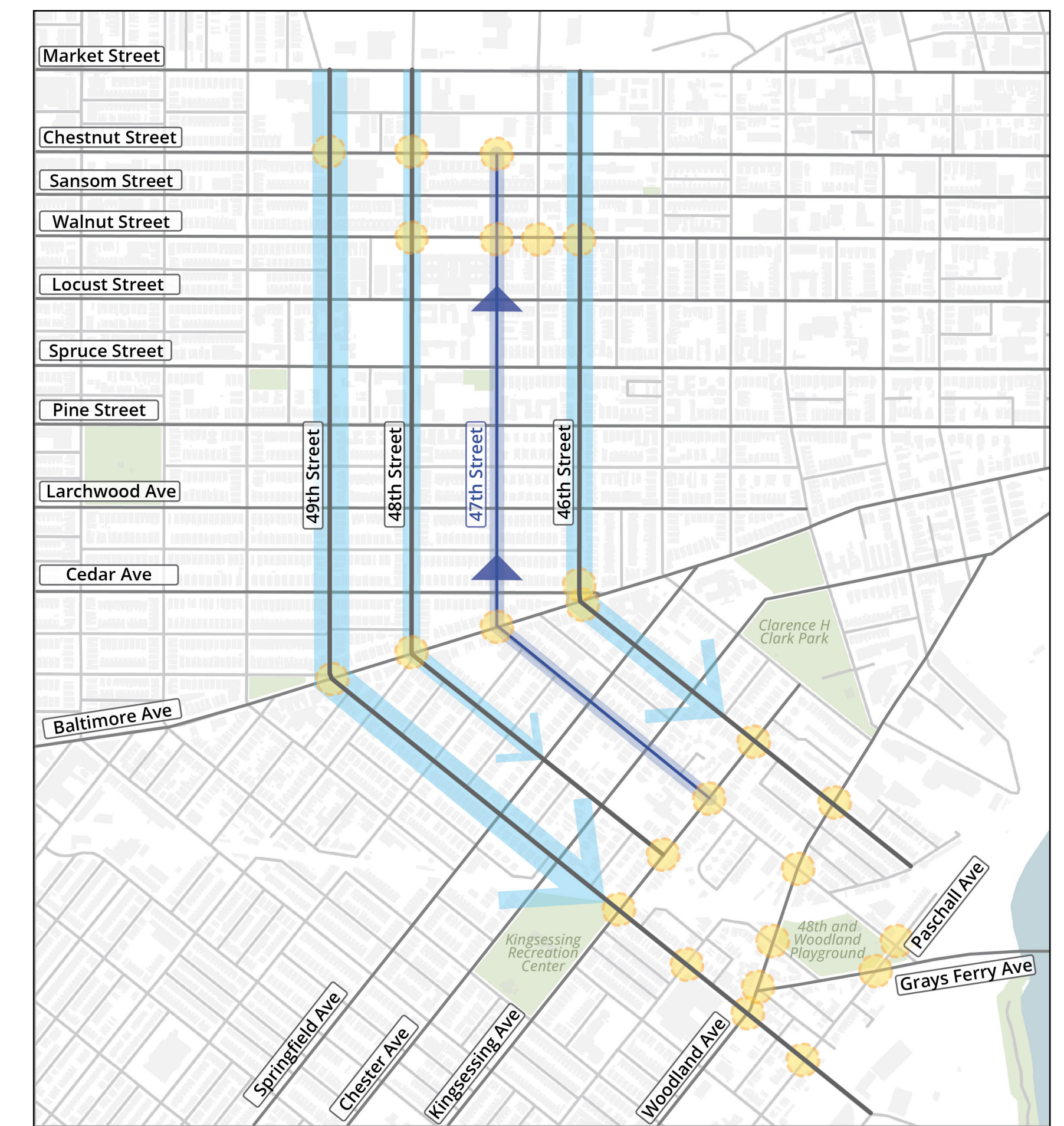
TRAFFIC IMPACTS

Concern: Will the one-way vehicle traffic cause traffic congestion on adjacent streets?

Analysis: Staff used Synchro software to model the one-way conversion and counted vehicles at 25 intersections to inform the model. The model shows how redistributed vehicles might affect drivers.

Results: No significant change in traffic level-of-service for drivers on 47th Street or adjacent streets.

- Traffic impacts of the one-way conversion can be absorbed by the road network on adjacent streets. Distribution is shown in light blue.
- Some intersections in the study area experience less wait time at with the new traffic pattern.
- Redistributing southbound traffic relieves the pressure on the existing bottlenecks near the Grays Ferry Bridge.
- In the peak hours (7:30 - 8:30AM & 4:15 - 5:15PM), there are up to 150 - 350 southbound vehicles shifting to other streets.
- On 49th Street, there may be a delay in the PM peak period (4:15 - 5:15PM).



- 47th Street Project Limits (Northbound Traffic)
- Intersections Analyzed
- Traffic Flow

THREE FOCUS MEETINGS IN OCTOBER

- More than 100 people attended 3 focus group meetings at Renewal Presbyterian church, St Francis de Sales Auditorium, and West Lofts.
- Attendees discussed the project and looked at block by block level existing and proposed street layout.
- The City team recorded feedback on loading, traffic safety, and other concerns in each section of 47th Street.



FREQUENTLY ASKED QUESTIONS

How is this safer for all users of 47th Street?

- Speed cushions to encourage safe driving speeds. A shorter crossing distance and one-way vehicle traffic will be safer for people walking. People biking will have a dedicated place in the roadway to travel.

Where will loading happen for business and residential deliveries?

- Loading zones will be added in the parking lanes to accommodate loading needs. See the Table Exercise maps to recommend loading locations.

Where will the southbound drivers go to instead of 47th Street?

- See board #3: Drivers can use other southbound street options, including 49th, 48th, and 46th Streets.

What do the schools say about this plan?

- Principals at both Lea Elementary and St Francis de Sales School are supportive of the plan. They see the new layout as an opportunity to increase safety for kids coming and going from school.

How will enforcement work in school zones and other areas?

- The Philadelphia Parking Authority and Police will enforce school no stopping and loading zones concurrent with installation of the project.

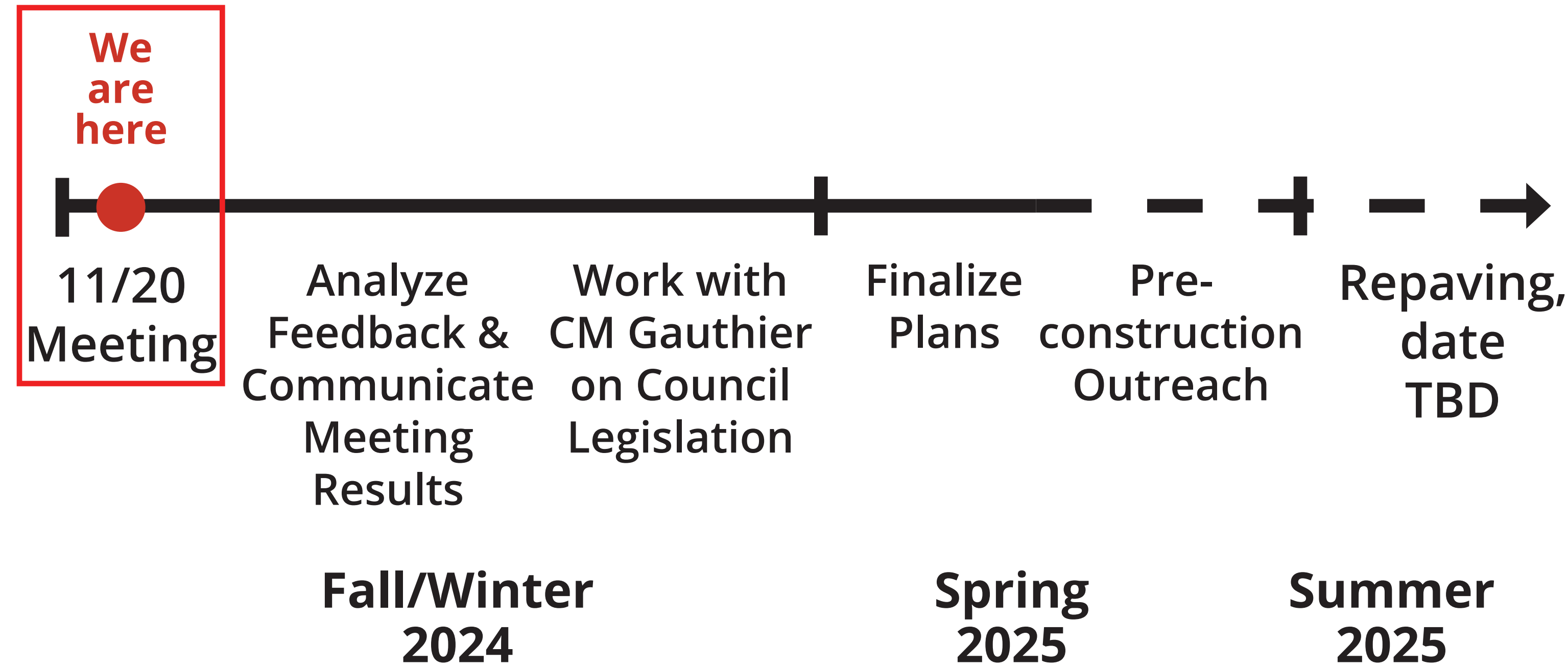
Will emergency vehicles be able to access 47th Street?

- Yes, and Philadelphia Fire Department and Police staff reviewed and are supportive of the plan.

What did we hear at the Focus Groups?

- *I'll feel safer walking accross the street with my kids with this new street layout.*
- *This will only work if there is enforcement at schools and on-street loading zones.*
- *Speed cushions and one-way traffic will slow drivers down and improve traffic safety.*
- *Will southbound drivers cause congestion issues on other streets?*
- *Will people walking and biking be visible when drivers are turning?*

NEXT STEPS FOR THE CITY



BEFORE YOU LEAVE



1. Engage in Table Exercise

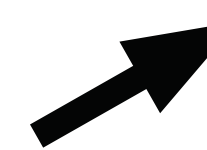


2. Fill out the exit survey

Table Exercise

- Compare the existing & proposed layout block by block
- Share block-specific feedback

Project website:  bit.ly/48th-47th-CS



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Thank you!