

## GODFREY STREET TO LEVICK STREET

### IMPROVING SAFETY

In 2023, after the PDW completes work on Tabor Avenue, the Streets Department will repave and restripe the roadway from East Godfrey Avenue to Levick Street.

**Due to the history of crashes and speeding**, the City is proposing a safety project on the corridor. This project will create a two-way, parking separated bikeway on the east side of the street. This will protect people on bicycles from moving vehicles and encourage drivers to maintain safer speeds.

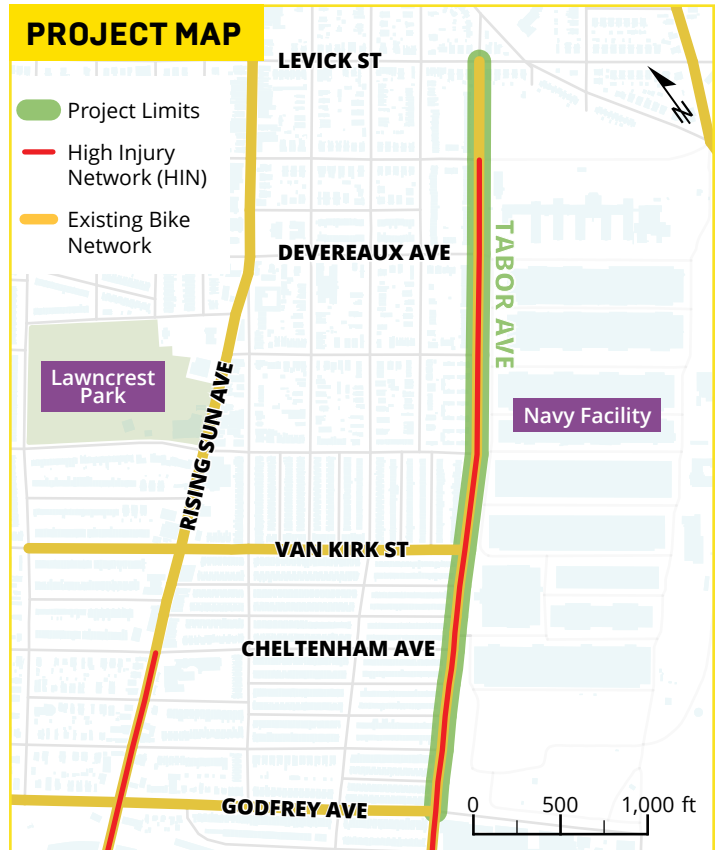
### INJURIES AND SPEEDING ON TABOR AVENUE

**73 percent** of drivers are traveling above the 30 mph speed limit.

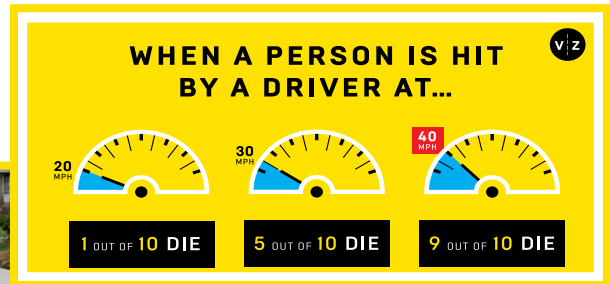
**6 percent** are driving more than 10 mph over the speed limit.

**61 mph** was the top speed recorded by radar recently, more than twice the speed limit.

Tabor Avenue is on the Vision Zero High Injury Network, the 12% of city streets on which 80% of crashes occur. From 2017 to 2021, 38 crashes were reported within the project limits. 20 people were injured, and a motorcyclist died in 2017.



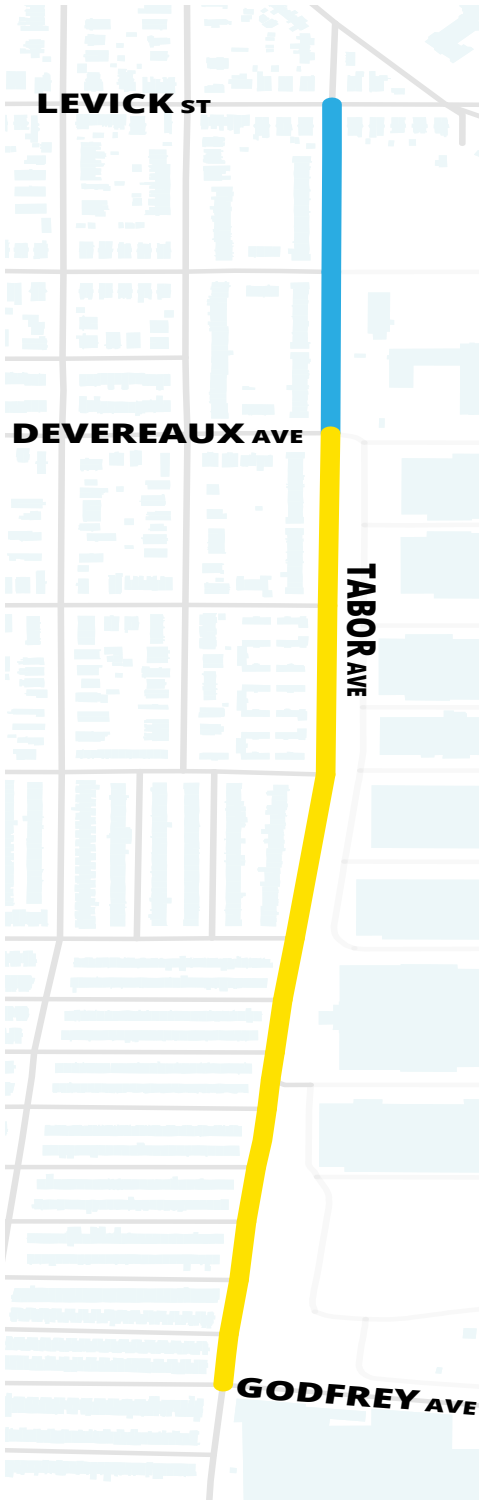
### TABOR AVENUE NOW



Tabor Avenue's broad lanes may encourage drivers to speed, and people walking are exposed to traffic for longer. Bicyclists ride right next to cars.

# TABOR AVENUE REPAVING & SAFETY PROJECT

2023



## LEVICK ST TO DEVEREAUX AVE

### EXISTING

- Wide travel lanes in both directions
- Parking at both curbs
- No bicycle facilities



### PROPOSED

- Narrower lanes to discourage speeding
- Buffered, two-way bikeway on the east side, to separate bicyclists from traffic



## DEVEREAUX AVE TO GODFREY ST

### EXISTING

- Very wide travel lanes in both directions
- Parking at both curbs
- Painted bike lanes with no buffer



### PROPOSED

- Narrow lanes to discourage speeding
- Parking-separated, two-way bikeway



## EXAMPLE TWO-WAY BUFFERED BIKE LANE



A two-way bikeway in Philadelphia, similar to what is proposed for Tabor Avenue.