





Lehigh Avenue (Kensington–Aramingo) Traffic Safety Project

PROJECT OVERVIEW

The Lehigh Avenue Traffic Safety Project seeks to improve Lehigh Avenue between Kensington Avenue and Aramingo Avenue.

PROJECT GOALS

-  Reduce speeding and aggressive driving.
-  Improve walking and biking facilities.
-  Address issues identified by the community at focus intersections.
-  Make Lehigh "Safe, Clean, and Green" while respecting Lehigh Avenue's history and people.

What We've Heard: Parking & Driving



"The intersection at Frankford & Lehigh should have a turn signal."

"More parking is always good."

"Speeding is out of control."

"Impossible to make a left"

What We've Heard: Walking & Biking



"Improving bike and pedestrian safety is most important to me."

"All bike lanes must be separated from the road by medians, parking, and/or poles."

"Drivers do not care about pedestrians or bikers."

LEHIGH AVENUE NOW

68% drive faster than the 30 mph speed limit

7 people killed

7 people seriously injured

in 107 crashes on Lehigh Avenue
Kensington to Aramingo, from 2019 to 2023

Source: PennDOT PCIT

What We've Heard: What You Want to See



"Fast travel"

"More green!"

"Thriving businesses"

"Road diet"

"Medians"

"More trees!"

NEXT PAGE: FOCUS INTERSECTIONS ▶

Have a question?
OTIS@PHILA.GOV



City of
Philadelphia

More Information
<https://bit.ly/4352eVR>

Focus Intersection: Frankford & Lehigh

Focus Intersection: Aramingo & Lehigh

Realigning Coral St & Adding a Plaza



Shifting Coral Street away from the intersection with Lehigh makes room for a pedestrian plaza.

"I am scared to cross Lehigh at any intersection."

"...more foot traffic"

Pros

- Simpler Intersection
- More Public Space
- Shorter Crossing

Cons

- Less Access to Coral St
- More Public Space



source: Philadelphia City Planning Commission

A 2020 planning study—guided by local RCOs, non-profit groups, and business leaders—suggested a pedestrian plaza at Coral Street. ▲

Eliminating the Mixing Zone & Adding a Bike Signal



To allow bike lanes to remain against the curb, standards require a **bicycle signal** and bike-only phase. The *mixing zone* could then be eliminated.

"...cars are flying into the right turn lane and can't see you."

Mixing Zone: Where a bike lane drops or is dashed, typically at a turn lane, and bicyclists and motor vehicles must share space.

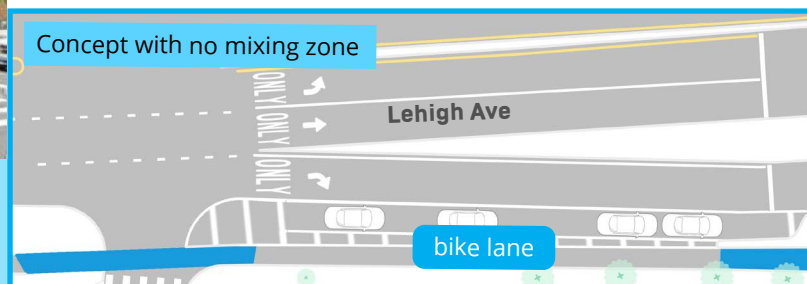
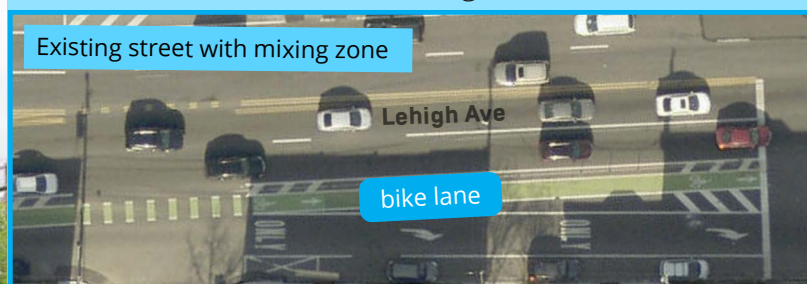
Pros

- Bicyclist Comfort & Safety

Cons

- Traffic Impacts

The bike lane could remain against the curb if Frankford Avenue had a bike signal. ▼



Prohibiting Low-Volume Left Turns



Banning low-volume southbound and westbound left turns at the Aramingo intersection frees up width for *pedestrian refuge islands*.

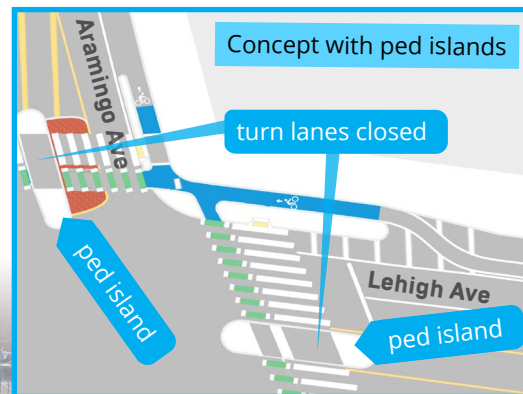
Pedestrian Refuge Island: An area of pavement where pedestrians crossing a multilane road can safely rest for a moment.

Pros

- Pedestrian Refuge Islands
- Pedestrian Phases Without Conflicts
- Bike Signals

Cons

- Driver Inconvenience
- Diverted Traffic



Pedestrian refuge islands could replace turn lanes that only serve 1.4% of the intersection's traffic. ◀



source: City of Philadelphia

Pedestrian refuge islands on North Broad Street. ▲

Turn Arrows & Dual Left Turn Lanes



The signal at Aramingo could be timed to prevent drivers from turning through the crosswalk while pedestrians have a walk signal.

"...(fast) drivers are not stopping."

Two northbound turn lanes would

be needed to meet demand if the signal at Aramingo is retimed to include these turn signals and other safety features.

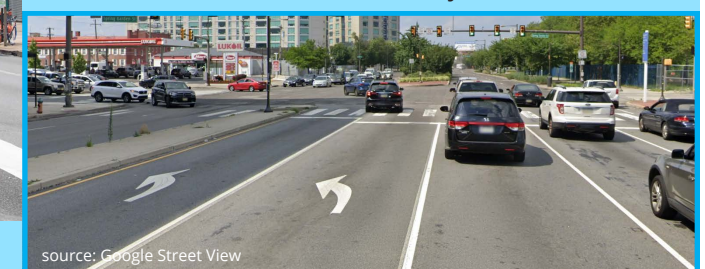
Pros

- No Pedestrian/Vehicle Conflicts
- Opposing Traffic Must Stop for Turning Drivers
- Bike Signals

Cons

- Longer Wait Times
- More Complex Intersection

Two northbound left turn lanes at Aramingo would accommodate existing traffic demand and allow for additional safety features. ▼



source: Google Street View

Lehigh Avenue (Kensington–Aramingo) Corridor Trade-Offs

PARKING OR GREENING?

Back-in angle parking 🚗

Planters 🌳



Would you want extra space be used to make Lehigh more “green” or to add back-in angle parking for more parking spaces? ▲

TRAFFIC FLOW OR SAFETY ELEMENTS?

Left turn arrows 🚗

Lane reduction 🚲



Would you support new safety elements like dedicated left turn arrows and lane reductions if they increased travel times for drivers? ▲

LOWER COST & FASTER OR BIGGER IMPACT?

Would you wait longer for a more expensive project that accomplishes more, or would you prefer a faster and cheaper project with less impact? ►

Concrete “pills”

Raised bikeway



What is important to you? Tell us more by scanning the QR code to complete a quick survey!



SURVEY URL:
<https://arcg.is/0SWa9m0>