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**Bill number:** 250649

**Introduced by:** Young

**Cosponsor(s):** Not applicable

**Assigned committee:** Streets and Services

**Date introduced:** 06/12/2025

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## **Fiscal Note**

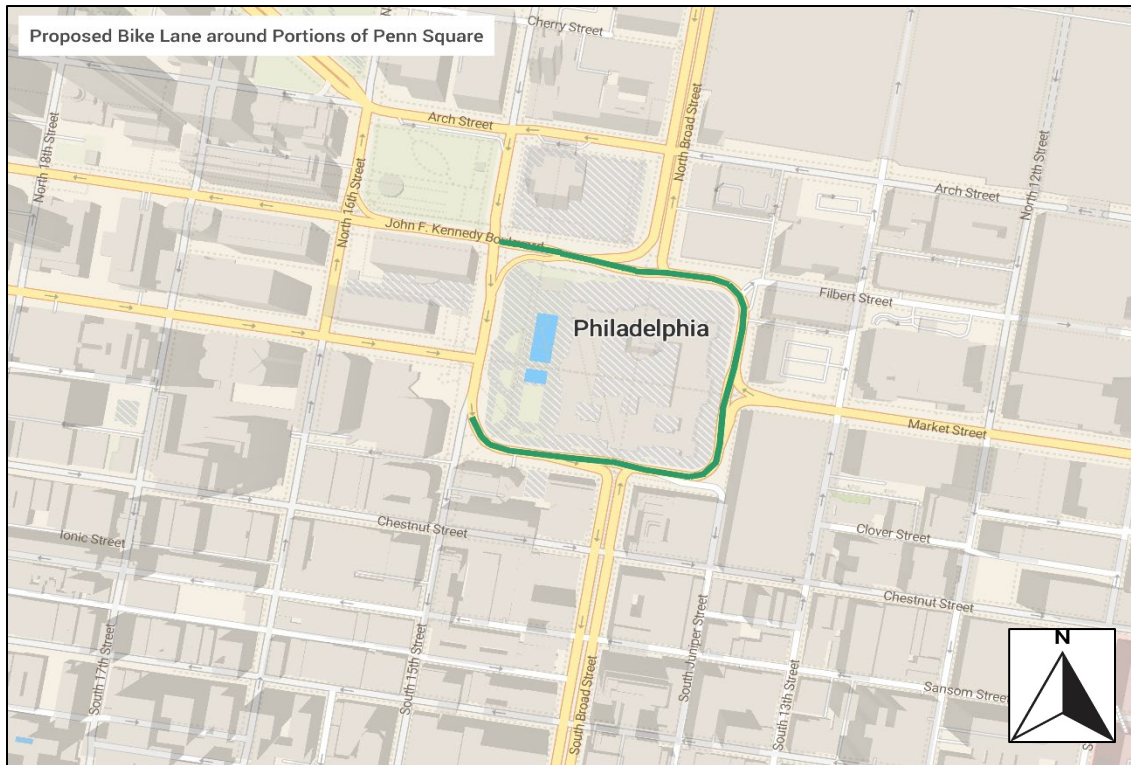
### **Overview**

This bill would allow the installation of a bike lane around portions of Penn Square, including 15<sup>th</sup> Street and JFK Boulevard. The Office of Transportation and Infrastructure Systems (OTIS) estimates the cost to install bike lanes to be a one-time cost of \$24,000 to \$195,000 per mile, depending on the type of bike lane. The proposed bike lane is approximately 0.40 miles in length. Therefore, the project is estimated to cost between \$9,600 to \$78,000. The cost to install this bike lane would be funded primarily by a grant from PennDOT with a small portion (less than \$5,000) funded by the City's existing Vision Zero funds for special delineators.

### **Legislative Summary**

This legislation would allow the removal of travel lanes and the installation of buffered bike lanes around portions of Penn Square, including:

- The north side of 15<sup>th</sup> street from South Penn Square to East Penn Square.
- The west side of the street along East Penn Square from South Penn Square to JFK Boulevard.
- The south side of JFK Boulevard from East Penn Square to the start of the left turn lane on JFK Boulevard.



## **Proposed Effective Date**

This legislation would be effective immediately after enactment.

## **Fiscal Impact Analysis**

Bike lane project costs range from \$24,000 to \$195,000 per mile, depending on the type of bike lane. The proposed bike lane is approximately 0.40 miles in length. Therefore, the project is estimated to be a one-time cost between \$9,600 to \$78,000. Bike lane project costs can increase when features such as green paint and lane separation elements are added. Real costs may vary from this estimated range. This range was calculated using average costs from fiscal year 2025. The cost to install this bike lane would be funded primarily by a grant from PennDOT with a small portion (less than \$5,000) funded by the City's existing Vision Zero funds for special delineators.

## **Budget Process**

The Department of Streets' budget process provides funding for OTIS bike lane projects. Often, larger projects from the Pennsylvania Department of Transportation (PennDOT) or Department of Streets paving projects include funding for bike lane projects. State and federal grants largely fund bike lane projects with any grant matching requirements provided by City Vision Zero funds. A list of common grant funding sources include:

- PennDOT's Transportation Alternatives Set-Aside or Multimodal Transportation Funds,
- Pennsylvania Department of Environmental Protection Funds,
- Delaware Valley Regional Planning Commission Travel Options Program, and
- U.S. Department of Transportation Safe Streets and Roads for All Funds.

***Bike Lane Project Process***

OTIS leads bike lane projects that aim to enhance safety for all road users. Bike lane projects:

- Aim to connect neighborhoods with a bike network and improve safety.
- Often, start in response to safety concerns from Philadelphia communities.
- Include an OTIS analysis of bicycle counts, traffic and engineering studies, and crash data.
- Include before and after studies to track safety and traffic impacts for projects.
- Include community engagement activities, such as engaging with Registered Community Organizations, tabling at public events, and attending community meetings.

**Legislative History**

***2012***

***Bill 120327 - Enacted***

Bill number 120327 was signed into law on June 20, 2012. This legislation requires an ordinance for the establishment of bike lanes on City streets if the bike lane requires removal of a parking lane, a travel lane, or both.

**Prepared by:** Policy and Fiscal Analyst Unit, Mayor's Office of Legislative Affairs

**Date prepared:** 09/29/2025

This document is a summary of proposed legislation as introduced and is prepared by the Mayor's Office of Legislative Affairs for general information only. It does not represent the official legal position of the City. Estimates are calculated using the best information available. Actual costs and revenue impact incurred may vary from estimates.