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INTRODUCTION

The Philadelphia Pedestrian & Bicycle Plan was adopted by the Philadelphia City Planning Commission (PCPC) in April of 2012. This Progress Report reflects the efforts by the PCPC, Streets Department, Mayor’s Office of Transportation & Utilities, Pennsylvania Department of Transportation, and other entities towards expanding the pedestrian and bicycle networks and creating policies for safety and traffic enforcement over the past three years.

Purpose

The Plan was a recommendation of Philadelphia2035, the 2011 Comprehensive Plan of the City of Philadelphia, in the Connect section under Goal 4.2 Complete Streets: Balance use of roadways to ensure safe and efficient travel by all modes. The Pedestrian & Bicycle Plan, with funding from Get Healthy Philly, was the first citywide pedestrian plan and served as an update to the 2000 citywide Bicycle Network Plan. The plan has five goals related to: Safety, Encouragement, Connectivity, the Public Realm, and Recognition. The analysis and recommendations included in the 2012 plan were the result of four years of public outreach and stakeholder meetings, from 2008-2012. The plan included inventories of the existing pedestrian and bicycle networks, recommendations for policies and programs affecting bicyclists and pedestrians, a citywide sidewalk conditions inventory, new street types and sidewalk designs standards, and recommended pedestrian and bicycle network improvements.

Walking & Cycling Since 2012

In 2014, the U.S. Department of Transportation launched a Safer Streets Safer People initiative to focus on non-motorized safety issues and assist communities in creating safer and better connected bicycle and pedestrian networks. Materials for this initiative include new resource and outreach tools, best management practice toolkits for U.S. cities, and a Mayor’s Challenge for Safer People and Safer Streets, which Philadelphia signed on to in 2014.

In 2015, the U.S. Surgeon General released a call to action for walkability throughout the nation, and especially in cities, as part of a public health strategy to increase physical activity. This is important on a local scale because Philadelphia has the highest rate of diabetes, hypertension, obesity, and premature cardiovascular death when compared to other large U.S. cities. While Philadelphia can boast of significant infrastructure investments over time to make our city one of the most walkable, barriers to walkable communities continue to exist, including safety concerns, such as unsafe infrastructure and driver conduct, dangerous pedestrian behaviors, challenging physical environments, as well as perceived crime and traffic safety dangers. Both of these national initiatives guide and encourage the pedestrian and bicycle policy and network improvements in Philadelphia.

Mode share in Philadelphia reflects the wide variety of development patterns in the city, from walkable and bike-friendly neighborhoods and an expansive transit system, to neighborhoods that are predominantly oriented toward automobile travel on an extensive road network. Neighborhoods throughout Philadelphia have experienced slight changes in travel mode share. For example, the 2014 American Community Survey 5-year estimates for commute mode share in the Central District, currently at 36.8 percent vehicle, 20.5 percent transit, 30 percent walking, and 4.9 percent cycling, with 7.7 percent working at home or using another mode of choice, shows a plus or minus 1-2% change per mode since 2012. On a citywide level, Philadelphia remains the top bicycle commuting city of the nation’s cities top 10 most populated cities. According to the 2014 American Community Survey, Philadelphia has two planning districts with a bicycle mode share of 6 percent or more: South at 6.5 percent and University Southwest at 6.2 percent.
## Pedestrian and Bicycle Commute Mode Share by Planning District

### Source: 2010-2014 American Community Survey 5-year Estimates, U.S. Census Bureau

<table>
<thead>
<tr>
<th>District</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central</td>
<td>30%</td>
<td>4.9%</td>
<td>65.1%</td>
</tr>
<tr>
<td>Central Northeast</td>
<td>3.5%</td>
<td>0.4%</td>
<td>96.1%</td>
</tr>
<tr>
<td>Lower Far Northeast</td>
<td>1.9%</td>
<td>0.1%</td>
<td>98%</td>
</tr>
<tr>
<td>Lower Northeast</td>
<td>4.3%</td>
<td>0.3%</td>
<td>95.4%</td>
</tr>
<tr>
<td>Lower Northwest</td>
<td>4.5%</td>
<td>0.7%</td>
<td>94.8%</td>
</tr>
<tr>
<td>Lower South</td>
<td>2.2%</td>
<td>2.2%</td>
<td>95.6%</td>
</tr>
<tr>
<td>Lower Southwest</td>
<td>3.3%</td>
<td>0.1%</td>
<td>96.6%</td>
</tr>
<tr>
<td>North</td>
<td>5.4%</td>
<td>0.3%</td>
<td>94.3%</td>
</tr>
<tr>
<td>North Delaware</td>
<td>2.9%</td>
<td>0.3%</td>
<td>96.8%</td>
</tr>
<tr>
<td>River Wards</td>
<td>8.1%</td>
<td>2.9%</td>
<td>89%</td>
</tr>
<tr>
<td>South</td>
<td>8.8%</td>
<td>6.5%</td>
<td>84.7%</td>
</tr>
<tr>
<td>University Southwest</td>
<td>23.1%</td>
<td>6.2%</td>
<td>70.7%</td>
</tr>
<tr>
<td>Upper Far Northeast</td>
<td>1.5%</td>
<td>0%</td>
<td>98.5%</td>
</tr>
<tr>
<td>Upper North</td>
<td>2.8%</td>
<td>0%</td>
<td>97.2%</td>
</tr>
<tr>
<td>Upper Northwest</td>
<td>3.9%</td>
<td>1%</td>
<td>95.1%</td>
</tr>
<tr>
<td>West</td>
<td>4.2%</td>
<td>1%</td>
<td>94.8%</td>
</tr>
<tr>
<td>West Park</td>
<td>5.6%</td>
<td>0.6%</td>
<td>93.8%</td>
</tr>
</tbody>
</table>

Meets or exceeds the 2020 targeted goal

---

### Philadelphia’s Commute Mode Share

- **Car**: 59%
- **Public Transit**: 26.5%
- **Walk**: 8.5%
- **Bike**: 2%
- **Other**: 4.1%

### Source: 2010-2014 American Community Survey 5-year Estimates, U.S. Census Bureau
The Trail Master Plan prioritizes future trail improvements based on a range of criteria, especially projects that fill a gap in the pedestrian and bicycle on-road networks. The Philadelphia Trail Committee, an inter-agency committee that have direct roles in trail design and implementation, communicates these priorities annually to guide growth of the citywide trail network.

Since the 2012 plan, City agencies and partners have fostered new relationships and continued coordination efforts towards the development of new pedestrian and bicycle facilities. Strategic internal partnerships lead the effort for coordinated planning and development, including regular interdepartmental meetings between Philadelphia Streets, Parks and Recreation, Mayor’s Office of Transportation & Utilities, Water Department, PCPC, Commerce, and other agencies on infrastructure projects and policy changes. Based on recommendations in the 2012 plan, City agencies have established strong working relationships with partner entities that are growing the multimodal networks in the city, including the Pennsylvania Department of Transportation (PennDOT), the Delaware Valley Regional Planning Commission, and non-profit development entities.

Several plans and policy changes have significantly impacted the pedestrian and bicycle landscape in Philadelphia since the release of the 2012 Pedestrian & Bicycle Plan, including the 2013 Philadelphia Complete Street Design Handbook and the 2013 Philadelphia Trail Master Plan. The Complete Streets Handbook guides developers through City preferred design solutions for the public realm. Developers are required to submit Complete Street Checklists to PCPC and Streets Department to track public impacts of the project. These plans and checklists are available on the PCPC and Streets Department websites.

Evolution of Programs & Culture

Cycling and walking programs and culture continue to thrive in Philadelphia. Since the 2012 release of the Pedestrian & Bicycle Plan, three of the most prominent new entities and activities in pedestrian and bicycle programs and culture are Indego Bike Share, Feet First Philly, and Women Bike PHL.

Indego Bike Share, was introduced to Philadelphia’s streets. Since the system’s launch, approximately 55,000 unique riders have taken over 415,000 trips from 73 bike share stations. Indego stands out from bike share in peer cities as equity focused, with a commitment to provide bike share to all income levels and diverse backgrounds. The program received additional funding from the William Penn Foundation and is scheduled to expand for Phase 2 in Spring 2016 by 30 more stations citywide.

The Feet First Philadelphia pedestrian advocacy group was established in 2012 and has reinvigorated the conversation around pedestrian obstructions during construction, sidewalk conditions and prioritization, and other pedestrian issues.

In Philadelphia, approximately 39% of all bicycle commuters are women (2010-2014 ACS). While this is better than the national average and many of our peer cities, research shows that a greater implementation of dedicated bicycle lanes can have a positive impact on moving the male/female split closer to 50/50. Women Bike PHL, a program started by the Bicycle Coalition of Greater Philadelphia, aims to shrink the gender gap in bicycling and make riding a bicycle more fun and feasible for Philadelphia women of all ages and backgrounds.

The North Delaware Avenue Extension Sidewalk is an example of Streets, PCPC, and PPR coordination.
An evaluation of the number of bicycle and pedestrian crashes, and the number of fatalities and severe injuries that result, provides a critical understanding of the on-street environment for pedestrians and bicyclists. The caveat is that providing year-over-year trends from 2010 to 2014 is difficult due to the short time period and small sample size. Trends are typically reported in five-year averages to allow regression towards the mean, which prevents incorrect interpretation of the data. Therefore, note that these are not trends, but rather year-over-year comparisons.

Philadelphia has seen the number of bicyclist fatalities decrease by 25% and bicyclist injuries decrease by 5% from 2010 to 2014. In this same time period, the number of pedestrian fatalities has increased by 17% but the number of pedestrian injuries has decreased by 11%. In order to achieve the target of a 50% reduction in bicycle / pedestrian injuries (as compared to 2010 numbers), consistent annual reductions in injuries by 50-100 incidents will be needed to reach targeted outcomes by 2020.

In recent months, there has been an increased focus on eliminating all traffic fatalities and severe injuries. It is recommended to reassess these 2020 targets to see if a more aggressive target should be set in order to achieve safe streets for all road users. In addition, it is recommended to revise the target outcomes to include a measure of the number of pedestrians and bicyclists severely injured as a result of a traffic crash.

The U.S. Census American Community Survey 5-year Estimates provides information on the mode of transportation used by Philadelphia residents as they arrive to work. Bicycle use has increased since 2010 from 1.6 percent to almost 2 percent. Most notably, two districts, South Philadelphia (6.5%) and University Southwest (6.2%), have made significant gains in achieving the bicycle commute mode share goal of 6.5 percent. However, 10 of the 18 districts, mainly the farthest from employment centers, remain below 1 percent and this reflects the geographic obstacles that exist towards achieving the city-wide goal for bicycle commute mode share. Pedestrian commute mode share remains steady at approximately 8.5 percent. Walking to work depends on close proximity to employment centers, so districts closest to major employment nodes in Center City, University City, and Temple University have higher pedestrian mode shares.

### Measuring Outcomes

<table>
<thead>
<tr>
<th>Goal</th>
<th>Measure</th>
<th>Target Outcomes by 2020</th>
<th>Current Status</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Number of bicycle and pedestrian crashes</td>
<td>• Reduce fatalities 50%</td>
<td>Bicyclist fatalities reduced by 25%</td>
<td>1.71</td>
<td>1.95</td>
<td>2.02</td>
<td>1.99</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Reduce injuries 50%</td>
<td>Pedestrian fatalities increased by 17%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Bicyclist injuries reduced by 5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Pedestrian injuries reduced by 11%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Increase in the commuting mode share</td>
<td>• Bicycling, increase from 1.6% to 6.5%</td>
<td>Source: DVRPC, 2012 Household Travel Survey</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Walking, increase from 8.6% to 12%</td>
<td>Source: US Census, 5-year ACS estimates</td>
<td>8.59</td>
<td>8.61</td>
<td>8.55</td>
<td>8.48</td>
</tr>
<tr>
<td>Encouragement</td>
<td>Regular pedestrian and bicyclist counts</td>
<td>• Triple bicyclist volume at key locations</td>
<td>Pending</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Increase pedestrian counts at key locations for Complete Streets decision making</td>
<td>Ongoing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>DVRPC Household Travel Survey</td>
<td>• Increase total of Walk, Bike, and Transit by 10%</td>
<td>The 2012 Household Travel Survey shows a 7.4% increase from 2000.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
One of the most significant changes to Philadelphia’s pedestrian policy is the inclusion of public realm in zoning and development applications. Zoning and development review in the Streets Department and PCPC require analysis of critical components of the public realm including street type, minimum sidewalk widths, and street furniture and walking zones as defined in the 2012 Plan and the Complete Streets Handbook. This public realm analysis and focus on pedestrians in development projects also includes limits in the width and number of curb cuts. Finally, pedestrian space in the public realm is the major focus of the Complete Streets Checklist submission and review as part of Civic Design Review at the PCPC in the preliminary design phase of major development projects. This pedestrian focus is reiterated further in the development process by the resubmission of the checklist by the development team to the Streets Department in the 30 percent and 60 percent design phases.

The Streets Department and PCPC Sidepath Regulation is another policy that has increased in implementation since the 2012 Plan. A sidepath is a multi-use, roadway-adjacent path for both pedestrians and cyclists, with a minimum width of 10 feet to accommodate all users. Applications for a proposed sidepath are reviewed by PCPC in the preliminary design phase. The review team looks at pavement marking, signage, vehicular interaction and potential bicycle and pedestrian conflict points. After successful review, a recommendation for approval is submitted to the Streets Department. There are currently six sidepaths approved in Philadelphia, three completed and three under construction in the coming year, including the 58th Street Greenway, Port Richmond Trail, Baxter Trail, Bartrams Mile, Race Street North Sidpath, and the Penn Street Trail.

**Successes & Challenges**

**Highlighted Projects**

**ARLE Projects**

PennDOT administers the Automated Red Light Enforcement (ARLE) Grant Program that distributes funds generated by Philadelphia’s automated red light cameras. Philadelphia received $1 million for traffic calming in 2015 as part of the most recent round of the ARLE program designated to improve safety for all roadway users. Previously, the ARLE Low Cost Safety Improvement Project was targeted toward bicycle safety by improving pavement markings within bicycle conflict zones at thirty-four intersections and over seven miles of bike lanes. Intersections were also improved to increase greater visibility and enhance safety under this program.

*Mid block crossing on 1800 block of Arch Street.*

*Low cost safety improvement at Baltimore and Springfield Avenues.*
The Commerce Department manages capital funds allocated through the City’s annual budget process for design and construction of public space improvements on neighborhood commercial districts. These projects seek to revitalize commercial districts and compliment other economic development activities such as commercial district marketing and promotions, business recruitment, storefront improvements and cleaning activities.

ReStore Capital Improvements projects make neighborhood shopping areas more competitive by enhancing their appeal to shoppers and businesses. Typical projects are streetscape improvements that increase the walkability and attractiveness of commercial districts. They include:

- New sidewalks and curbs
- Safety improvements at intersections
- Improved street lights
- Street trees and landscaping
- Pedestrian crosswalks
- ADA ramps
- Street furniture such as trash receptacles and bus shelters

Projects currently under design and scheduled for construction include a streetscape project on Girard Avenue in Brewerytown and the intersection of 12th Street, Morris Street and Passyunk Avenue in South Philadelphia.
Priorities for the Future

There are many areas for improvement in pedestrian policy and infrastructure, from filling high priority sidewalk gaps and increasing ADA accessibility citywide to standardizing construction zone pedestrian measures.

The 2012 plan identified several high priority sidewalk gaps by measuring proximity to pedestrian demand generators such as senior centers, schools, and high use transit stops and provided a methodology for the prioritization of sidewalk improvements. An analysis of new private developments, Philadelphia Water Department green stormwater infrastructure projects, Commerce Department commercial corridor improvements, and other projects that have required the construction or replacement of sidewalks shows that the number of miles of missing or very poor sidewalks has decreased from 61 to 42. The sidewalk priority map shows the missing and very poor sidewalk conditions as well as high priority sidewalk areas. These high priority areas are often in low income communities, where new development is not rehabilitating deteriorating sidewalks. Further, sidewalk conditions in low-income areas are an equity issue, as access to education, transit, and jobs is required via often-substandard sidewalks for those with mode choice limitations. This issue is under study by the Streets Department, starting with high priority sidewalk gaps adjacent to City property.

In 2010, a detailed sidewalk inventory was conducted for the entire city, except for Center City. This effort provided guidance on where sidewalks are missing or in poor condition. By not including Center City, which has many of the areas with the highest pedestrian activity, the data is incomplete. A sidewalk inventory of Center City is a goal for the near future and would provide guidance on needed improvements to the downtown pedestrian network.

Philadelphia, however, is in need of a reconstruction strategy for sidewalks, particularly in areas of the city where pedestrian mode share and activity are highest. Currently, sidewalk maintenance is the responsibility of the adjacent property owner, which is an issue in neighborhoods where vacant land is prevalent. For sidewalks adjacent to private property in low-income areas, absent a significant public incentive program, opportunities for sidewalk improvements are significantly constrained.

The City and PennDOT continue to coordinate on high profile roadway reconstruction and bridge rehabilitation projects. Two recent projects have enhanced the pedestrian infrastructure because of close coordination between PennDOT and the City: Delaware Avenue and Lincoln Drive. Recently completed in Fall 2015, the new Delaware Avenue Extension between Lewis and Orthodox Streets in Bridesburg offers a wide sidepath on the east side of the street for access to future park and trail amenities. Lincoln Drive in Northwest Philadelphia is an arterial roadway that connects residential neighborhoods to Wissahickon Creek Park. A roadway rehabilitation project is in design and will include a new sidewalk connecting to RittenhouseTown and Johnson Street, a major gap in the sidewalk network. Going forward, the City will continue to look for opportunities to include pedestrian amenities on arterials and industrial roadways.

Location of proposed sidewalk as part of Lincoln Drive roadway rehabilitation project.
High Priority Sidewalk Gaps 2015

Source: Philadelphia City Planning Commission

Sidewalk Project Prioritization

- High
  (Includes missing sidewalks and sidewalks in "very poor" condition)

Priority Area

- High
Pedestrian Signal Prioritization (Leading Pedestrian Interval) is a pedestrian safety tool that is relatively straightforward to implement. Where pedestrian signals exist and heavy pedestrian traffic at intersection crossings occur, a prioritized interval of 3 to 10 seconds for pedestrian walk time, while vehicles still have a red light, is an easy adjustment that provides an additional safety measure. Pedestrians get a head start and are visible in the crosswalk before right-turning traffic start the turn. Implementation of this pedestrian safety tool would be limited to areas of high pedestrian activity and/or crashes involving pedestrians.

From 1993 to 2002, the City embarked on a citywide program to update ADA curb ramps that far exceeded the scope triggered by adjacent street paving activity. During that ten year period, the City spent roughly $25 million and provided ramps at over 16,000 intersections covering virtually the entire local network. However, the unintended consequence of mandated demand for curb ramp reconstruction is draining the roadway resurfacing budget. More recently, in 2010 the Streets Department spent 73 percent of the resurfacing budget on ADA ramp construction. The City is exploring the benefits of prioritizing curb ramps locations by proximity to trip generators on high use pedestrian corridors and destination clusters. This prioritization and the associated transition plan to evaluate the need for further investment in ADA curb ramp infrastructure are near-term goals for the City and the ADA community.

Construction zones in Philadelphia are regulated by the Streets Department in coordination with the Department of Licenses and Inspections. The process for monitoring right-of-way impacts of construction zones is currently under review and City staff are updating sidewalk closure regulations. Updated regulations will decrease blockage time, increase the space required for alternative pedestrian routes within the right-of-way, and require fully ADA-accessible alternative pedestrian routes in construction areas.
The Automated Red Light Enforcement (ARLE) Grant Program will continue in Philadelphia and future projects will follow the same safety and pedestrian focus as in prior rounds. The decision making process for projects to receive ARLE funding revolves around crash and safety statics, among other engineering analyses, as seen in the table below.

### DECISION MAKING CRITERIA FOR LOW COST SAFETY MEASURES

**NOTE:** Incidence of fatal crash may influence priority

<table>
<thead>
<tr>
<th>Low Cost Safety Improvements</th>
<th>Pedestrian Countdown Signals</th>
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</thead>
<tbody>
<tr>
<td>• Ten-year reportable crash data</td>
<td>• Ten-year reportable crash data</td>
</tr>
<tr>
<td>• Average Annual Daily Traffic (ADT)</td>
<td>• Street width</td>
</tr>
<tr>
<td>• Nearby transit stops</td>
<td>• Existing or forthcoming ped-countdowns</td>
</tr>
<tr>
<td>• Impending work</td>
<td>• Existing hand/man ped signals</td>
</tr>
<tr>
<td>• Streets/Planning recommendations</td>
<td>• Corridor fill-in (consistency between nearby intersections)</td>
</tr>
<tr>
<td></td>
<td>• Streets Dept. recommendations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Curb Extensions</th>
<th>Traffic Calming</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Five-year reportable crash study (depending on intervention expense)</td>
<td>• Five-year reportable crash study (depending on intervention expense)</td>
</tr>
<tr>
<td>• Street width and complexity</td>
<td>• Speed studies - excessive speeding</td>
</tr>
<tr>
<td>• Nearby transit stops</td>
<td>• Streets/Planning recommendations</td>
</tr>
<tr>
<td>• Proximity to schools, parks, rec centers</td>
<td>• Classification</td>
</tr>
<tr>
<td>• Existing/impending project</td>
<td>• Street length</td>
</tr>
<tr>
<td>• Streets/Planning recommendations</td>
<td>• ADT</td>
</tr>
</tbody>
</table>
BICYCLE NETWORK UPDATE

In the past three years, bicycle policies and the methodology for bicycle network expansion have changed significantly, in large part because of recommendations from the 2012 plan.

Successes & Challenges

One of the most important changes to bicycle network planning is a defined method of analyzing and inventorying the streets included in the yearly PennDOT and Streets resurfacing schedules to ensure that recommendations from the 2012 plan are in the striping plans. Each year, the inventory and decisions for infrastructure inclusion occurs in the engineering phase and is led by the Streets Department in coordination with the Mayor’s Office of Transportation & Utilities, PCPC and the Bicycle Coalition of Greater Philadelphia. There are several meetings each year where the yearly paving plan lists are discussed by this group and the City updates the group on plans for inclusion of bicycle infrastructure improvements and progress during the previous paving season. This process also includes public release from the Streets Department at the start of each paving season on the number of street miles and planned facilities expected to be installed.

Bicycle Network Evolution

The Philadelphia bicycle network has expanded since the 2012 plan, as shown in the below table. There are significant improvements in the network, including several new facilities types, such as contraflow and climbing lanes. For the purposes of this plan, sidepaths and trails are not included and are documented in detail in the 2013 Philadelphia Trail Plan and annual updates.

The 2015 paving season included substantial additions to the bicycle network by Streets and PennDOT paving crews. The final mileage of bicycle facility infrastructure improvements is dependent on the end date to the paving season, which is a factor of weather. At the onset of the season, the planned improvements to the bicycle network were nearly 36 miles of repaired bicycle facilities and nearly 26 miles of new facilities.

<table>
<thead>
<tr>
<th>Type</th>
<th>2012 Street Miles</th>
<th>2012 Lane Miles**</th>
<th>2015 Street Miles</th>
<th>2015 Lane Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional</td>
<td>222</td>
<td>407</td>
<td>229.4</td>
<td>424.3</td>
</tr>
<tr>
<td>Painted Buffer</td>
<td>11</td>
<td>11</td>
<td>16.7</td>
<td>18.2</td>
</tr>
<tr>
<td>Sharrow</td>
<td>6</td>
<td>10</td>
<td>36.7</td>
<td>54.2</td>
</tr>
<tr>
<td>Climbing Lane</td>
<td>0.3</td>
<td>0.3</td>
<td>0.9</td>
<td>0.9</td>
</tr>
<tr>
<td>Contraflow</td>
<td>0.1</td>
<td>0.1</td>
<td>0.6</td>
<td>0.6</td>
</tr>
</tbody>
</table>

Source: Philadelphia Streets Department, 2012 Pedestrian & Bicycle Plan

* Includes completed 2015 paving season work as of November 2015.
** Lane miles shown because some streets have two bicycle lanes; one for each direction of travel.
Existing Bicycle Network

Source: Mayor’s Office of Transportation & Utilities, Philadelphia Streets Department
Highlighted Infrastructure Expansion Projects

There are over 23 miles of planned and funded Complete Streets projects in the City, including additional bicycle facilities like climbing lanes and conventional lanes, neighborhood bikeway treatments, and sidepaths. These are funded by PennDOT, City, State and Federal sources. Several of these projects are described in this section. These projects will be completed in the next ten years.

PennDOT is responsible for upgrading state-owned infrastructure in the City, including roadways, bridges, and interstates. Several major improvement projects are on-going or planned within the next several years, including Interstate 95 Revive, Vine Street Expressway, and several major Center City bridge projects. These vehicular-oriented projects also impact neighborhood streets and the pedestrian and bicycle networks. In rehabilitation of these major facilities, PennDOT engineers included vast improvements for multi-modal safety and infrastructure.

For example, I-95 improvements to interchanges from Girard Avenue to Cottman-Princeton will include pedestrian, trolley, bicycle, and trail infrastructure as part of the major reengineering of the interchange areas. JFK Boulevard, Chestnut Street, Grays Ferry Avenue, and Passyunk Avenue bridges will include various bicycle and pedestrian improvements, including protected and buffered bike lanes and non-skid plates over bridge grates, a first for Philadelphia.

SEPTA and the Philadelphia Streets Department are currently addressing surface trolley tracks embedded into City streets, a major safety hazard for cyclists. In 2014 and in partnership with SEPTA, the Bicycle Coalition, and Streets, 24 intersections where trolleys no longer run were identified for paving or removal. To date, 20 of the 24 are completed, with more pending in the coming months.

In 2013, the Streets Department received $250,000 from the PennDOT Transportation Alternatives Program for the South Philadelphia Neighborhood Bikeways project. The goal of the project is to offer cyclists an alternative route to South Broad Street from Center City to South Philadelphia along 13th and 15th Streets from Market Street to Oregon Avenue. The project will add green-backed sharrows, edge lines, bicycle priority and wayfinding signage and bikeway branding signage. The City will phase the improvements in two rounds to test the effectiveness of each for future implementation on other corridors. Implementation is expected to begin in spring of 2016.

In 2015, City Councilman Bobby Henon worked with the Streets Department to plan the City’s first protected bicycle facility on Ryan Avenue in northeast Philadelphia. The corridor has excess roadway capacity, a sparsely used median, and is a major connector between residential neighborhoods, two schools, and the Pennypack Park and Trail. The project will involve a parking protected curbside cycletrack separated by flexible delineator posts. Implementation is expected in summer of 2016.

To help reduce bike theft and increase the number of bike owners who are reunited with their bicycles, the Philadelphia Central Police Division’s Sixth District embarked on a pilot program in 2015 for those who live, work or regularly travel to Center City to register their bikes. The online registry is located at www.phillypolicebikeregistry.com. This is a model for a potential expansion for other police districts.
Upcoming Complete Streets or Trail Projects

Source: Mayor’s Office of Transportation & Utilities, Philadelphia Streets Department
Bicycle Network Expansion Priorities

The 2012 Plan identified and recommended bicycle treatments for hundreds of miles of City streets. This progress report identifies priority bicycle network expansion corridors for more focused implementation. The expansion areas were identified by evaluating high value corridors to connect to the existing network and assessing opportunities for new facilities using existing roadway capacity and right-of-way constraints. Another metric considered was areas with lower reliance on cars for travel by accounting for proximity to census tracts with a high level of zero-vehicle households.

The City identified two priority tiers for bicycle network expansion. Tier one priorities consist of 45 miles of facilities that represent upcoming funded projects and corridors which respond to the demand and connectivity needs of the network. A number of these projects are currently under consideration for state funding applications. Tier two priorities include an additional 65 miles of high priority facilities to further expand and increase connectivity of the bicycle network.

The Streets Department and Mayor’s Office of Transportation & Utilities will refer to these network expansion priorities as staff considers resurfacing and restriping schedules and funding applications for additional high priority bicycle facilities.

Challenges and Next Steps in Bicycle Infrastructure

There are a variety of challenges that bicycle planners and engineers face in Philadelphia, including communication, introducing new facility types, and balancing vehicle capacity needs with safety for all roadway users.

Communication of bicycle facilities, regulations, and plans is a challenge in Philadelphia. Many issues, both on the road and in policy making discussions, revolve around lack of information and understanding of current regulations and plans. It is a goal of the Streets Department to launch a Bicycle Program webpage as a central clearinghouse for bicycle maps, plans, upcoming projects, rules of the road, and education and outreach materials. This will help City staff and partners to organize and communicate information about how to use new facilities, such as contraflow lanes.

Another City goal for the near future is to create a safer bicycle network. As cycling is promoted as a transportation choice, infrastructure should be accessible for all ages and user types. This goal will involve increasing right-of-way for cyclists and introducing buffered and protected facilities, ideally with a vertical element or curb. The City is identifying potential candidate roadways and is considering potential funding sources for implementation.

Civic Center Boulevard contraflow lane.
Bicycle Network Expansion Priorities

Source: Mayor’s Office of Transportation & Utilities, Philadelphia Streets Department
CONCLUSION

This progress report evaluates how the goals of the 2012 Pedestrian and Bicycle Plan are being met and raises awareness of the significant work that is still necessary over the next five years to reach those goals. In the short term, efforts to address pedestrian and bicycle safety and accessibility will continue as we move forward with the ten-year implementation period. Several of these efforts are detailed throughout this report.

Currently, the City of Philadelphia holds a Silver designation by the Pedestrian and Bicycle Information Center (PBIC) as a Walk Friendly Community. Based on the achievements from the past three years, which this progress report highlights, the City of Philadelphia will submit an updated application to PBIC in 2016 with the continued goal of reaching a Platinum designation.

We will continue to submit competitive applications to and programs, such as the Transportation Alternatives Program, the Multimodal Transportation Fund, and Congestion Mitigation and Air Quality programs, for additional support for projects that enhance Philadelphia’s pedestrian and bicycle network.

The City expects to release another progress report in two to four years with continued evaluation of our progress to becoming a safer city for bicycle and pedestrian activities leading Philadelphia towards a healthier and more accessible city.

Bicycle parking corral on 1900 block of Chestnut Street.
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