

2ND, 5TH, AND 6TH STREET PROTECTED BICYCLE LANE PROJECTS

CITY OF PHILADELPHIA

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GOALS & OBJECTIVES

- Create high quality bicycle network between Spring Garden Street and Old City
- Reconfigure the parking and loading layouts to meet the needs of residents and businesses

PROJECT SUMMARY

- Upgrade existing bicycle lanes on 2nd, 5th, and 6th Streets to create separated, dedicated spaces for people biking and people driving
- Build high quality bicycle network connections with Transportation Alternatives Program funding for protected bicycle lanes
- Refresh crosswalks and roadway striping
- Upgrade parking and loading layouts
- Redesign intersections for increased safety



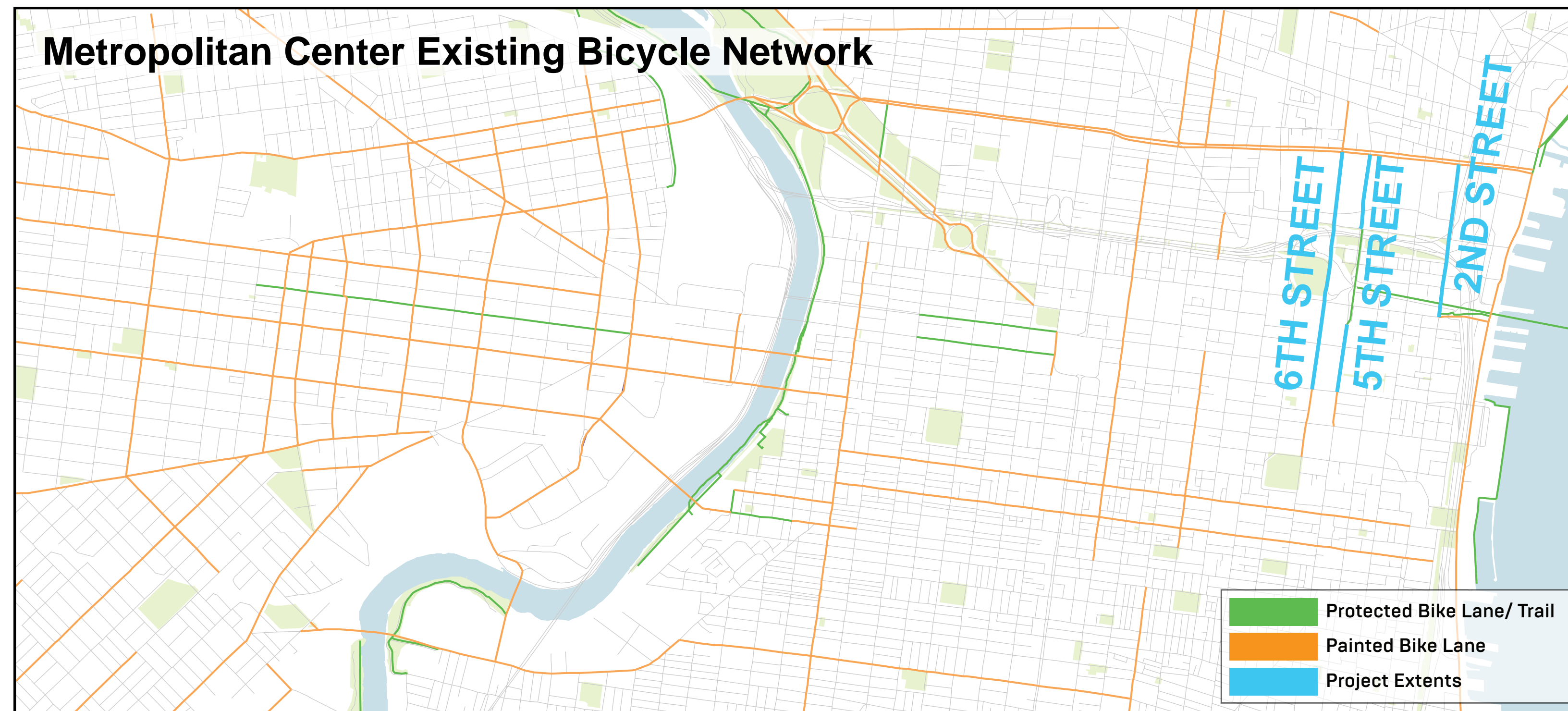
1-YEAR PROJECT TIMELINE



EXISTING BIKE NETWORK & RIDERSHIP

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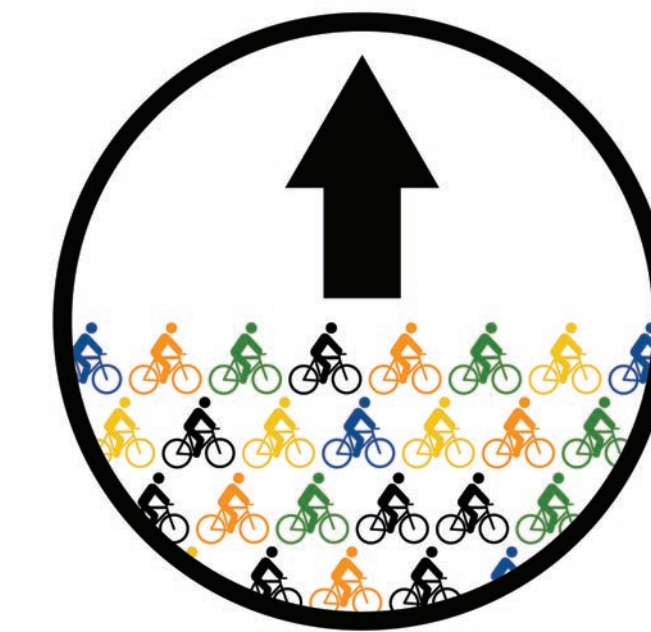
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Philadelphia has a higher bicycle commuting mode share than any other US city with over 1 million residents.



More than 4,700 bikes per day cross the South Street Bridge, making it the most-biked bridge in the state.



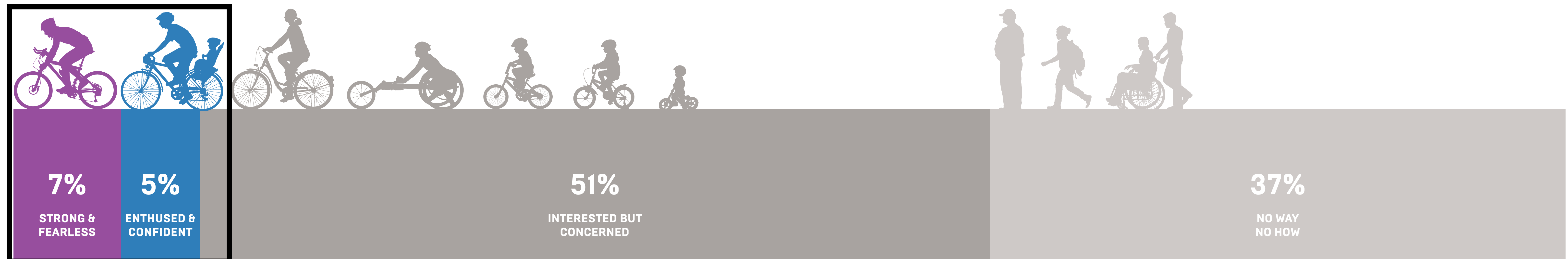
The total number of people riding bikes in Philadelphia has increased 14% in the last 5 years.



Sidewalk riding decreased 27% between 2012 and 2017 as the network of bicycle infrastructure has grown.

A BIKE NETWORK THAT ISN'T SERVING EVERYONE

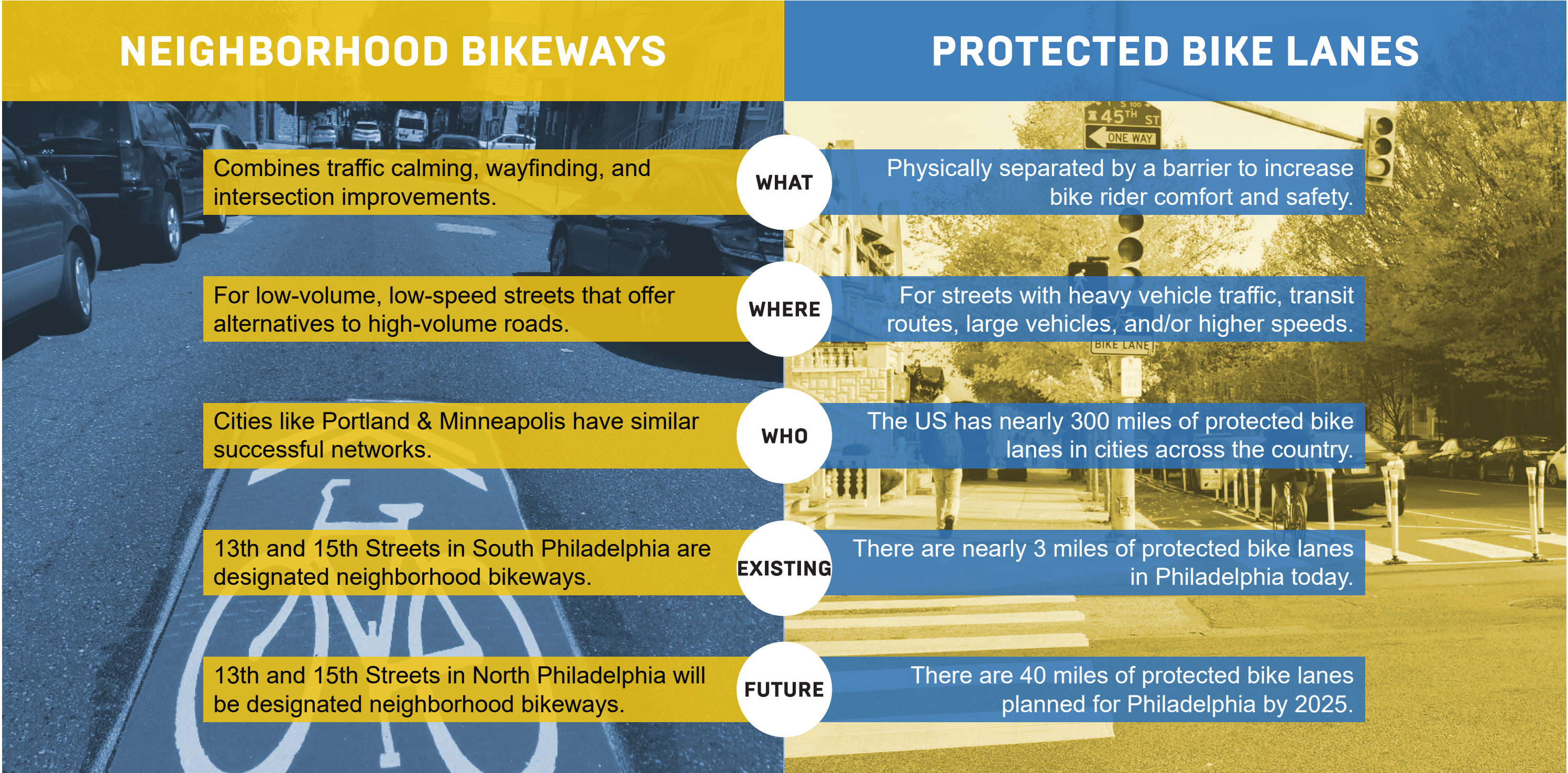
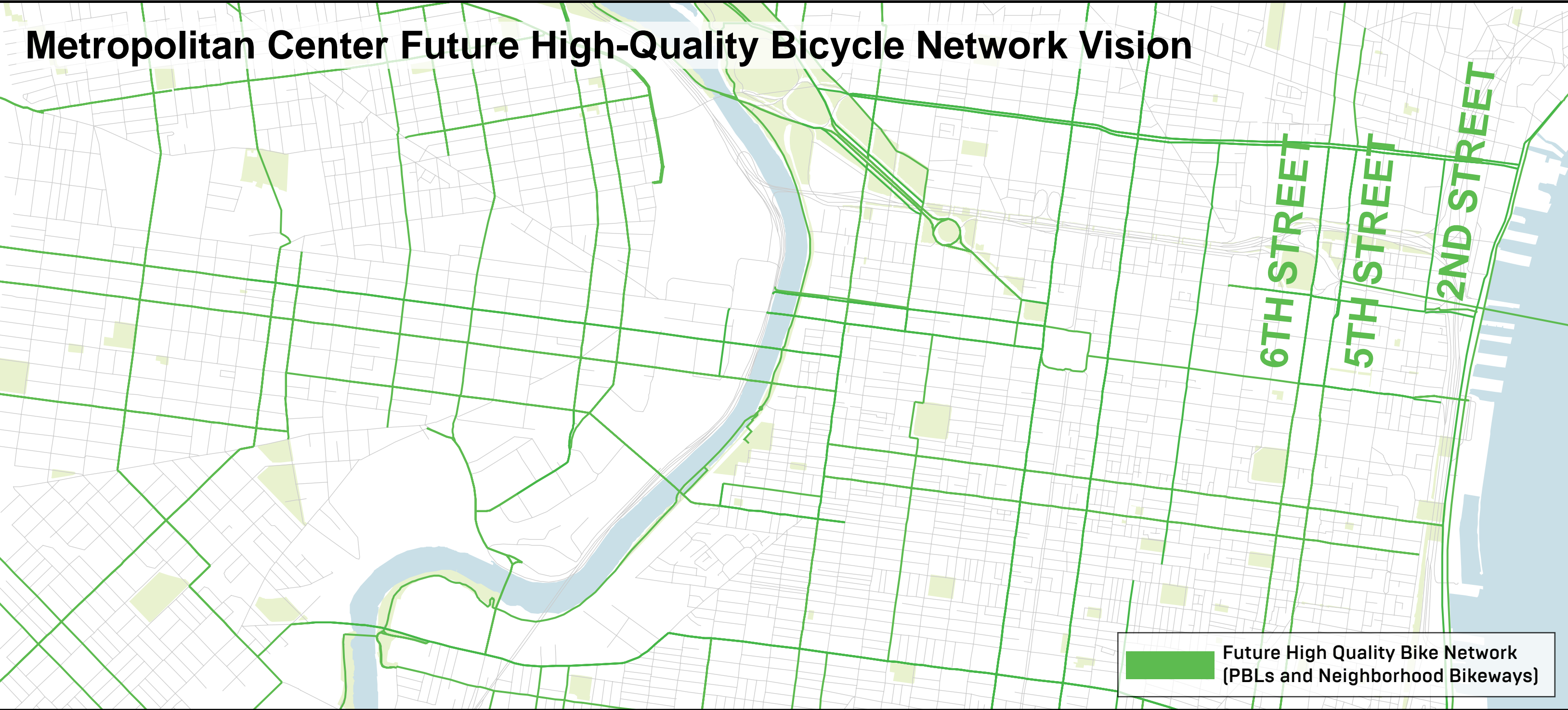
Our current bicycle network best serves two types of people who ride bikes: “**STRONG & FEARLESS**” riders and “**ENTHUSED & CONFIDENT**” riders. These two groups account for only 12% of the population.



Strong and Fearless: People willing to bicycle with limited or no bicycle infrastructure
Enthusied and Confident: People willing to bicycle if some bicycle infrastructure is in place

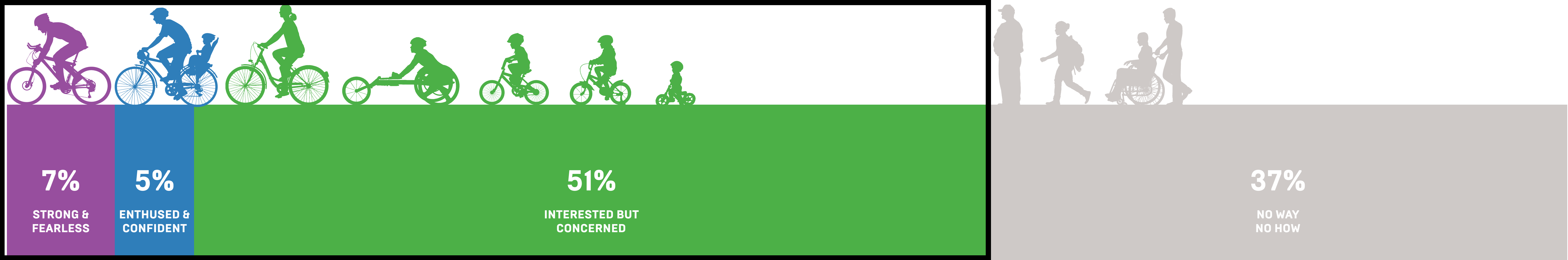
Interested but Concerned: People willing to bicycle if high-quality bicycle infrastructure is in place
No Way, No How: People unwilling to bicycle even if high-quality bicycle infrastructure is in place

Current Ridership Data: US Census Bureau American Community Survey & Bicycle Coalition of Greater Philadelphia Annual Counts /// Types of Cyclists developed by Robert Geller at the City of Portland, OR. Percentages for Types of Cyclists from a 2011 survey of adults in the 50 largest US metro regions by Jennifer Dill, Ph.D.



CREATING A BICYCLE NETWORK THAT MEETS EVERYONE’S NEEDS

Philadelphia’s future High-Quality Bicycle Network will serve more riders, specifically people who are “**INTERESTED BUT CONCERNED.**” If we make Philadelphia’s bike network safe and comfortable for the majority of the population, more people will bike and the roads be safer for all travelers.



Strong and Fearless: People willing to bicycle with limited or no bicycle infrastructure
Enthused and Confident: People willing to bicycle if some bicycle infrastructure is in place

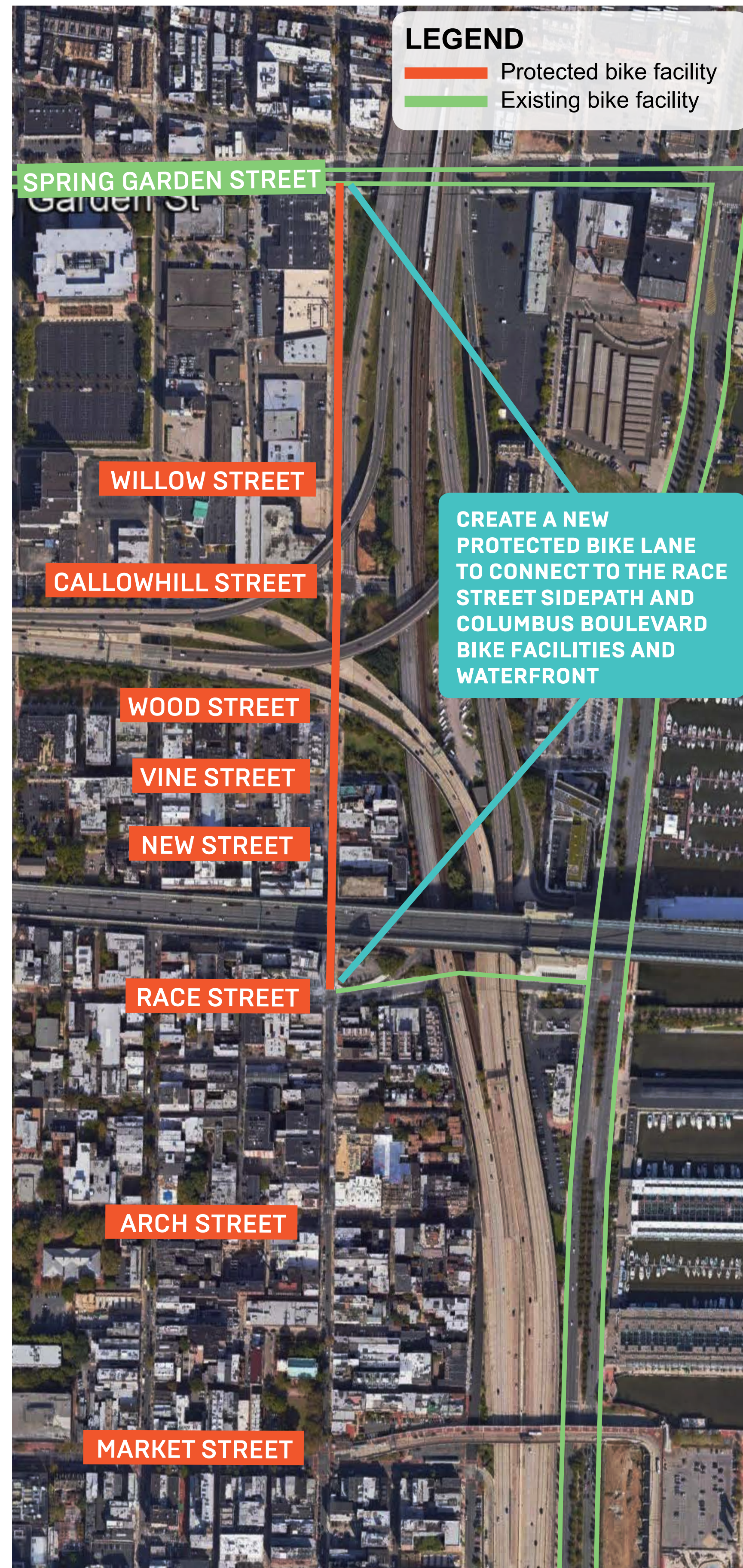
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Types of Cyclists developed by Robert Geller at the City of Portland, OR. Percentages for Types of Cyclists from a 2011 survey of adults in the 50 largest US metro regions by Jennifer Dill, Ph.D.

WHAT IS HAPPENING ON 2ND STREET?

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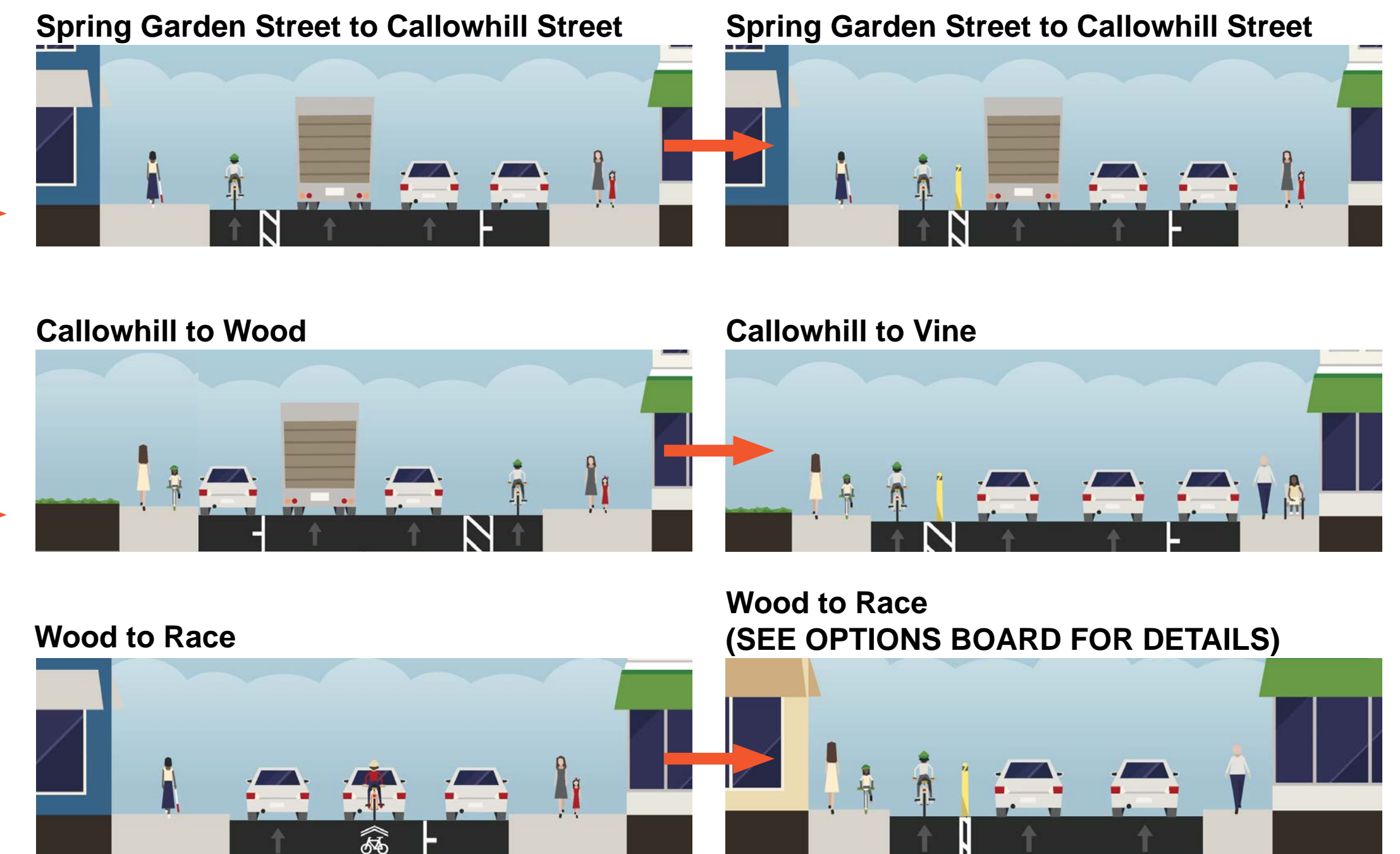


PROJECT ELEMENTS:

- Restripe 2nd Street between Spring Garden and Race Streets, including crosswalks
- Add flexible delineator posts to the bike lane buffer between Spring Garden and Callowhill Streets
- Add a new left side protected bicycle lane between Callowhill and Race Streets
- Reconfigure parking and loading as needed to better serve all road users
- Add intersection treatments to increase visibility and safety for all road users

EXISTING

PROPOSED

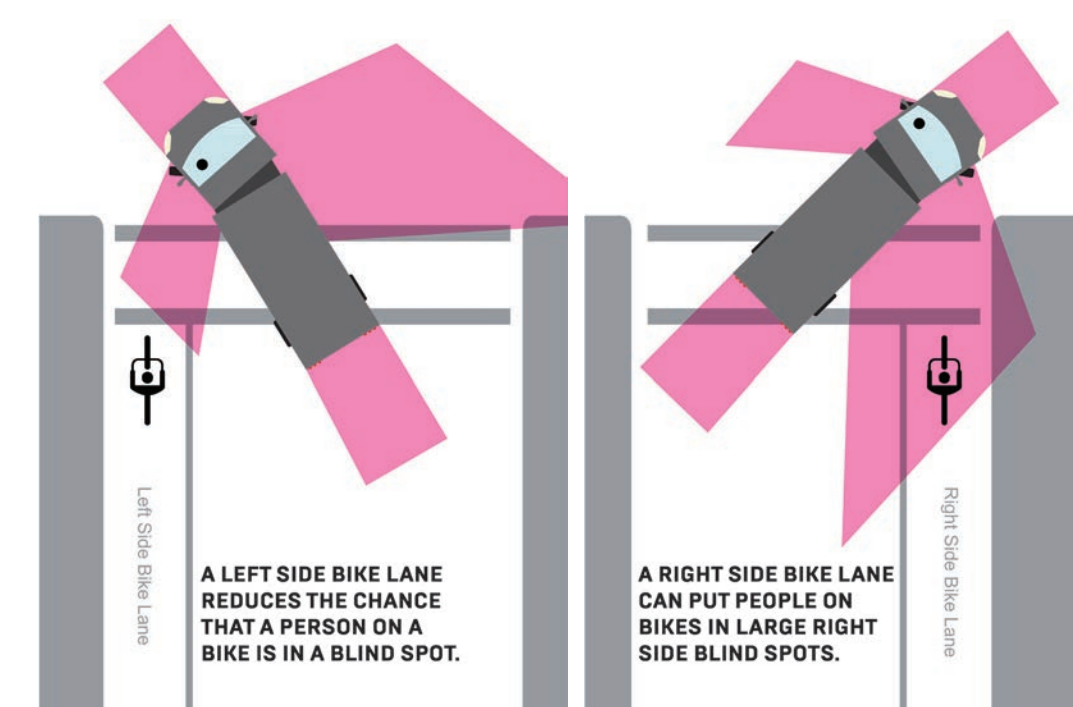


DELINEATOR POSTS

- Separate people riding bikes from people driving
- Designate a protected space for people biking
- Reduce stress for everyone on the road

SAFETY BENEFITS OF LEFT SIDE BIKE LANES

- Trucks and other large vehicles like buses have smaller blind spots on their left side
- Makes people riding bicycles more visible to drivers, improving safety



WHY PROTECT BIKE LANES?

The City of Philadelphia is committed to creating a transportation system that is accessible to everyone. Part of that commitment is our belief that **every Philadelphian should have access to a safe and comfortable bikeway within a quarter mile of their home, whether they're 8 or 80 years old.**



Adding protection to bike lanes prevents situations like the one pictured here, where a person riding a bicycle has to weave around a vehicle that is blocking the bike lane.

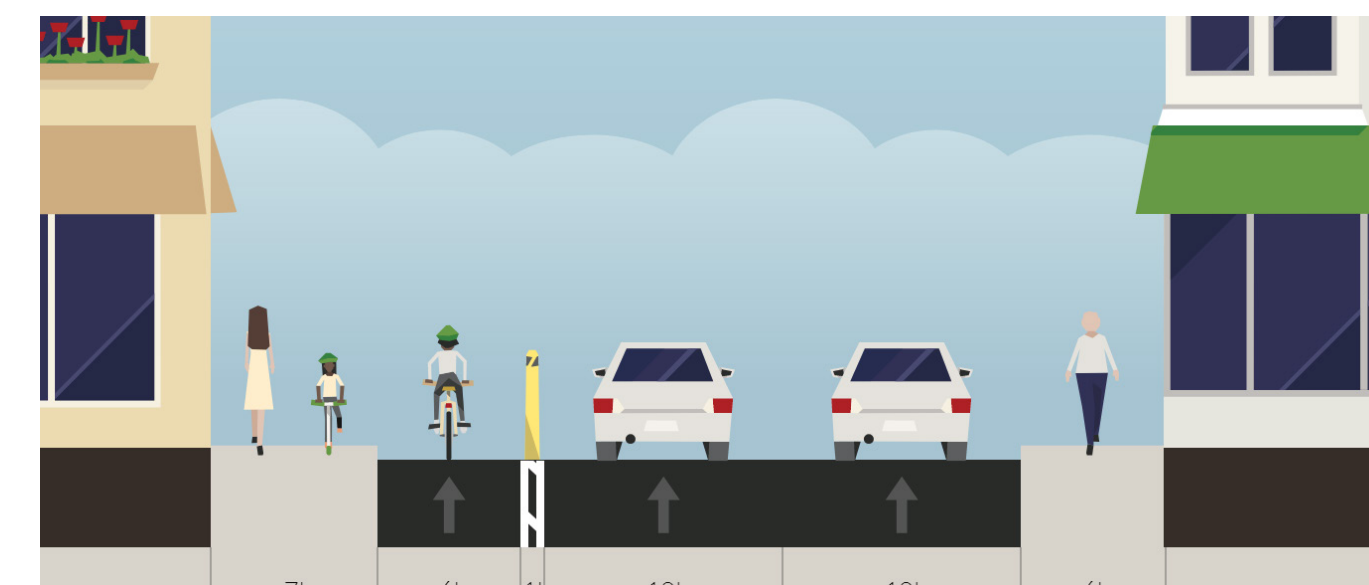
2ND STREET, WOOD to RACE - VOTE HERE

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OPTION A:

Two motor vehicle lanes at all times, no on-street parking or loading between Wood - Race Streets



STRENGTHS

- Maintains 2 motor vehicle travel lanes at all times
- Clearly delineates space for all roadway users

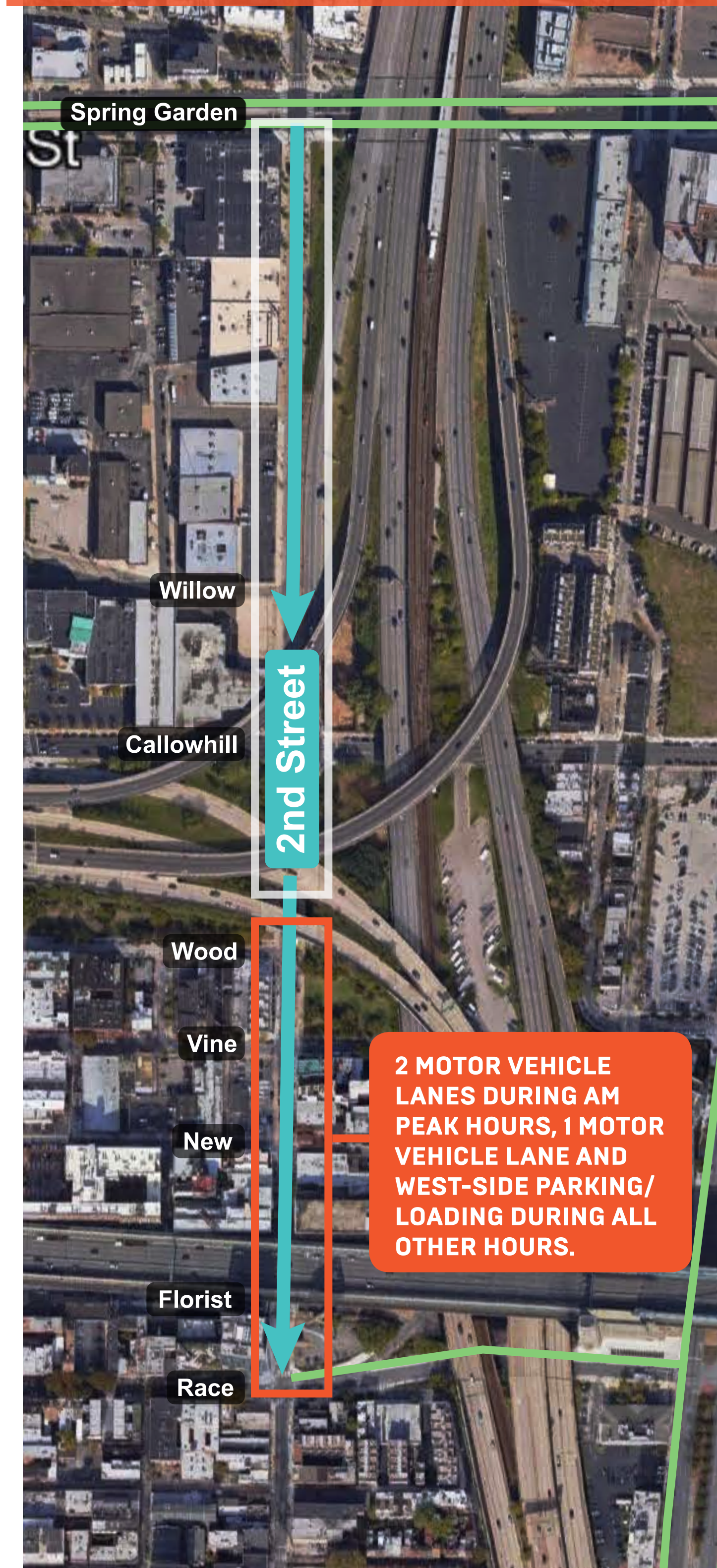
DEFICIENCIES

- From Wood - Race Streets, eliminates approximately 10 on-road parking spaces
- Does not provide the traffic calming benefits that reducing the number of vehicle travel lanes would provide

VOTE FOR 2 VEHICLE LANES AND NO PARKING:

OPTION B:

Two motor vehicle lanes during AM peak hours only, 1 motor vehicle lane off-peak hours and with parking/loading on the west side of 2nd Street between Wood - Race Streets



STRENGTHS

- Provides traffic calming benefits of one lane of through traffic during the majority of the day, with the exception of during AM peak hours
- From Wood - Race Streets, provides for approximately 10 on-road parking spaces for residents and visitors for the majority of the day
- Clearly delineates space for all roadway users

DEFICIENCIES

- Eliminates 1 motor vehicle lane during the majority of the day

VOTE FOR 1 VEHICLE LANE OFF-PEAK AND PARKING:

WHAT IS HAPPENING ON 5TH STREET?

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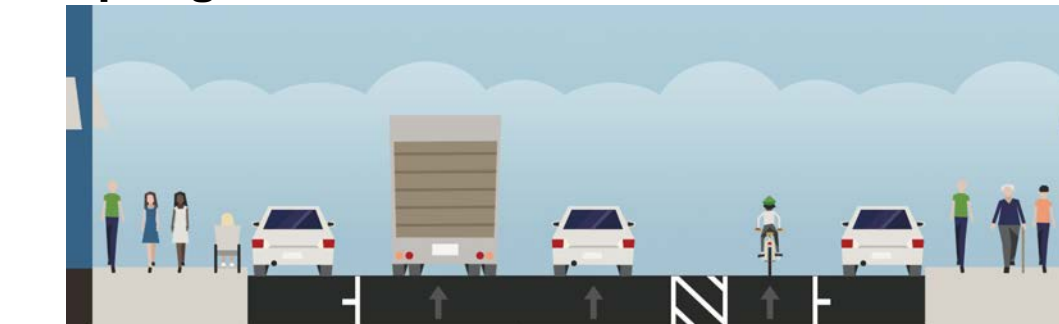


PROJECT ELEMENTS:

- Restripe 5th Street between Spring Garden and Market Streets
- Add a parking protected bicycle lane between Market - Arch Streets and Callowhill - Spring Garden Streets
- Add a curbside protected bicycle lane from Arch - Race Streets
- Install an interim layout between Market - Arch Streets where there are active construction projects in the coming years
- Add intersection treatments to increase visibility and safety for all road users

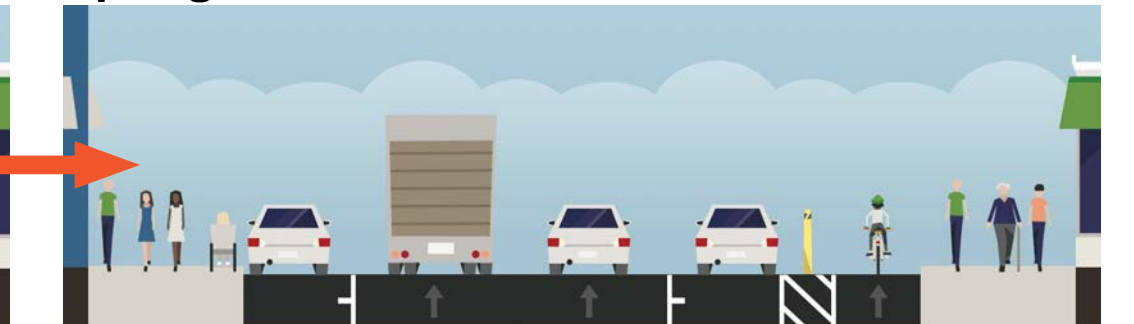
EXISTING

Spring Garden to Callowhill

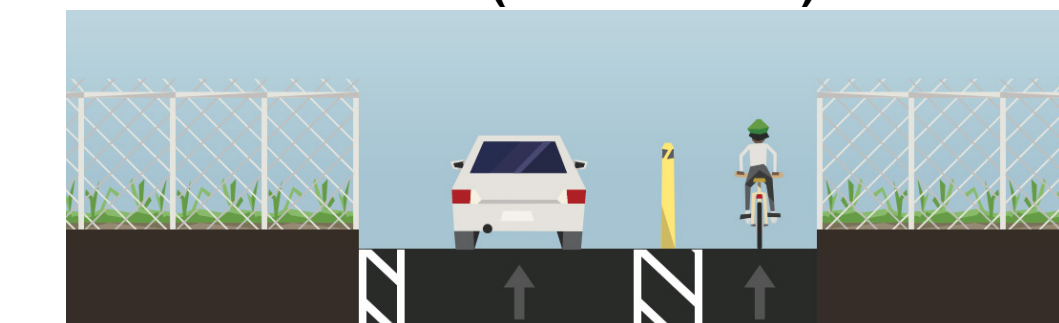


PROPOSED

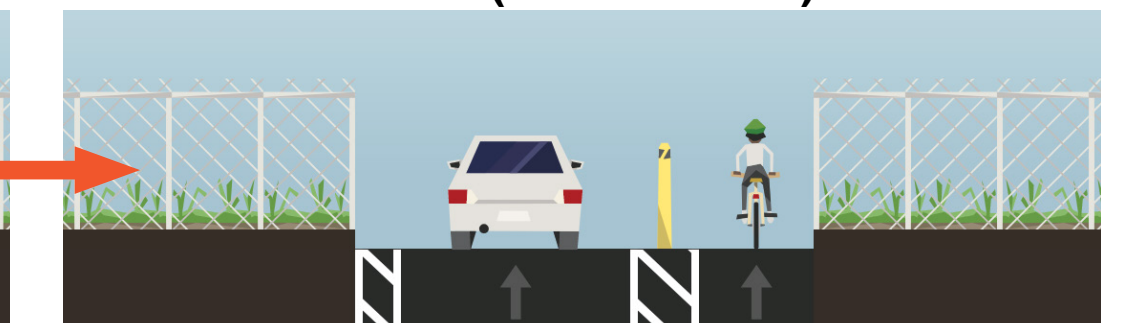
Spring Garden to Callowhill



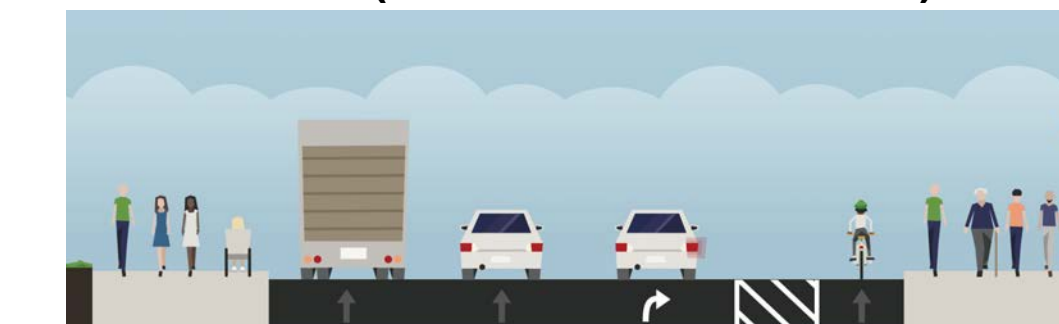
Callowhill to Race (in the Tunnel)



Callowhill to Race (in the Tunnel) NO CHANGE



Race to Arch (before Tunnel Entrance)



Race to Arch (before Tunnel Entrance)

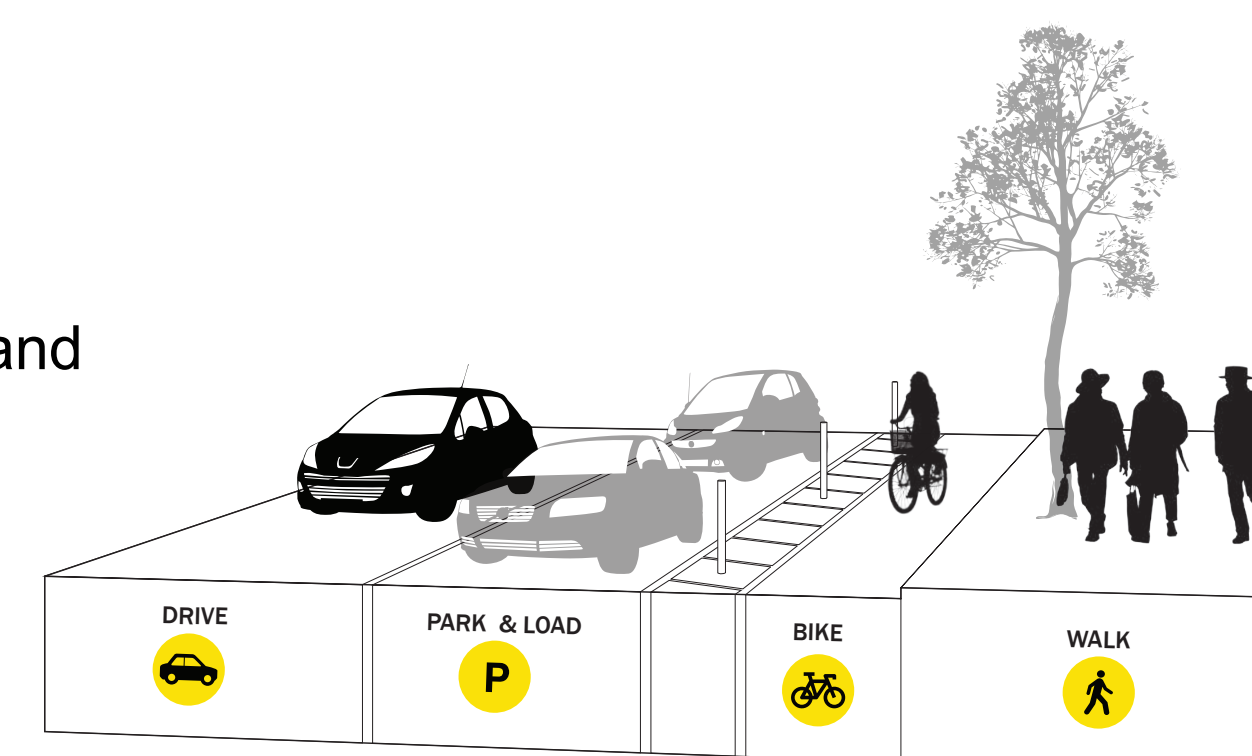


DELINEATOR POSTS

- Separate people riding bikes from people driving
- Designate a protected space for people biking
- Reduce stress for everyone on the road

PARKING PROTECTED BICYCLE LANES

- Separate people riding bikes from people driving with both flex posts and parked cars
- Parking and loading space is maintained along the corridor
- Reduce stress for everyone on the road



WHY PROTECT BIKE LANES?

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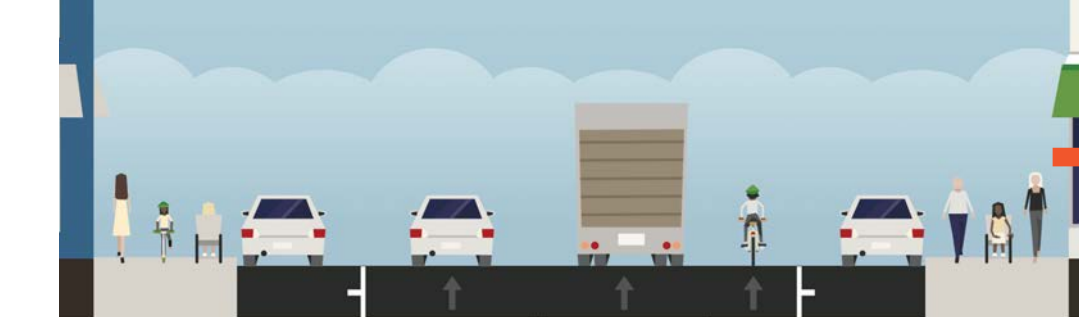


PROJECT ELEMENTS:

- Repave and restripe 6th Street between Spring Garden and Market Streets, including crosswalks
- Reconfigure the roadway layout to create a parking protected bicycle lane between Callowhill - Spring Garden Streets
- Add a curbside protected bicycle lane from Callowhill - Market Streets
- Add intersection treatments to increase visibility and safety for all road users
- Reconfigure parking and loading as needed to better serve all road users and stakeholders along the street

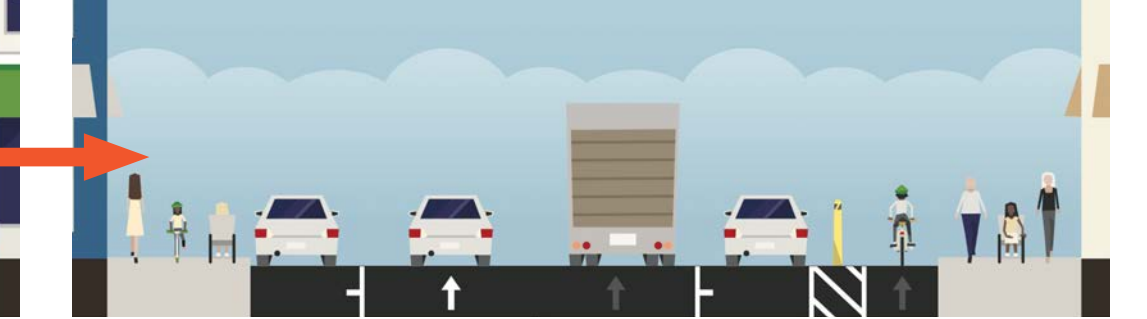
EXISTING

Spring Garden to Callowhill



PROPOSED

Spring Garden to Callowhill



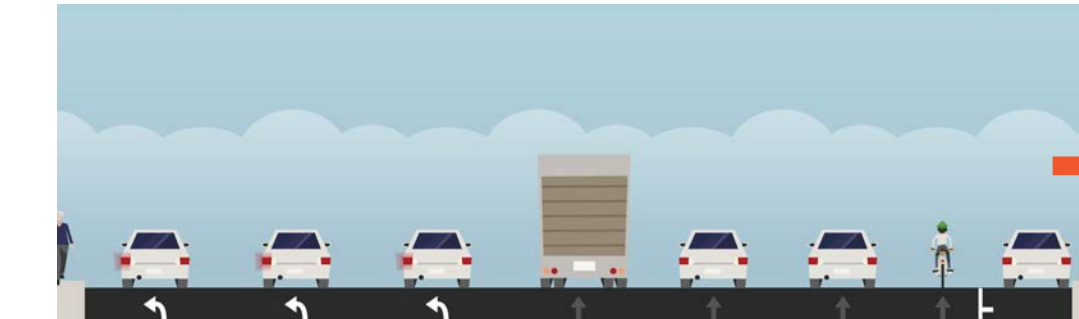
Callowhill to Wood



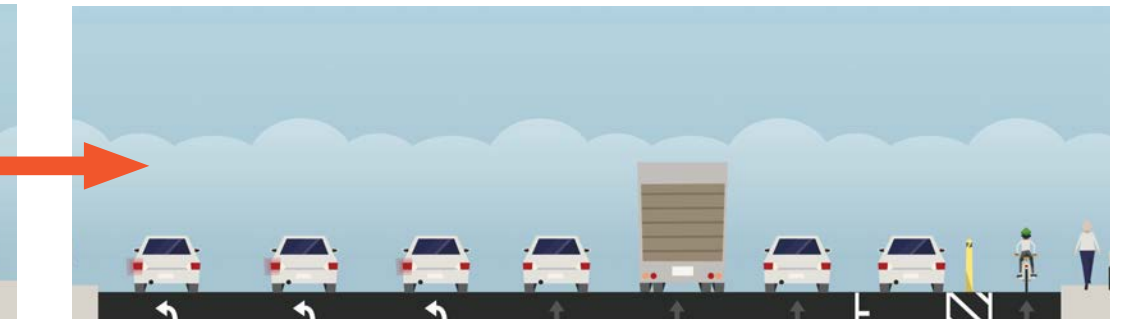
Callowhill to Wood



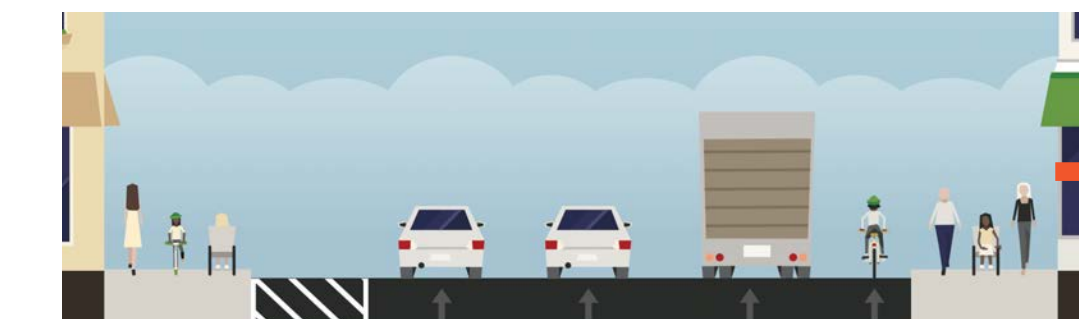
Wood to Race (Typical)



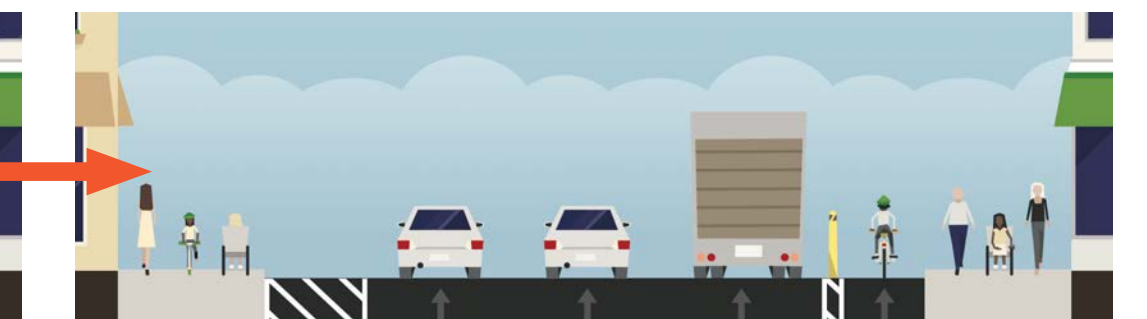
Wood to Race (Typical)



Race to Market



Race to Market

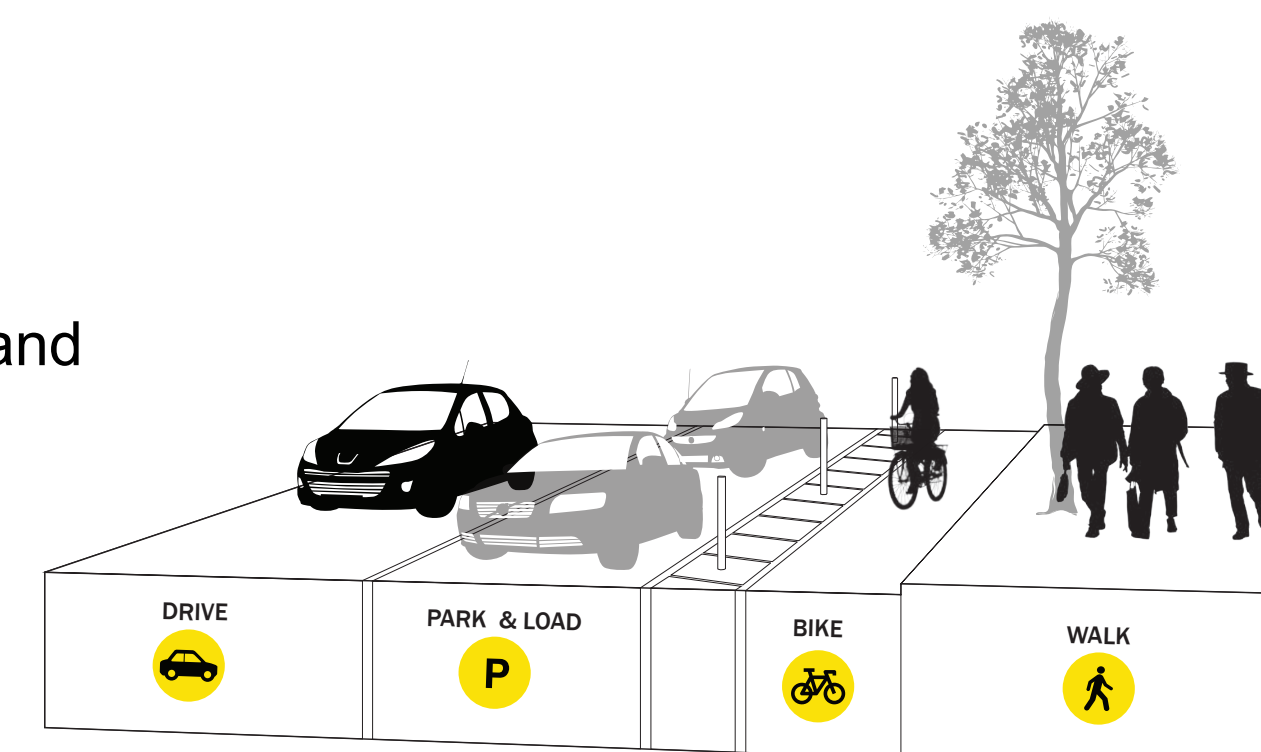


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PARKING PROTECTED BICYCLE LANES

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PARKING & LOADING RECONFIGURATION

THIS PROJECT IS AN OPPORTUNITY TO ADJUST PARKING & LOADING

The City wants to help make parking and loading work better for everyone. The City is partnering with the Philadelphia Parking Authority (PPA) and stakeholders on 2nd, 5th, and 6th Streets to analyze and update the parking and loading layout on each block.

HOW WILL THE PARKING & LOADING LAYOUT CHANGE?

FALL 2018

- City staff documented existing parking and loading conditions along 2nd, 5th, and 6th Streets and took detailed measurements of existing regulations and zones.

WINTER 2018/2019

- City staff will walk 2nd, 5th, and 6th Streets with PPA staff to identify opportunities for improvements to existing parking and loading layouts, and noted areas that will need special attention.
- City staff and PPA staff will work with businesses, residents, and other community stakeholders to identify opportunities for improvements in the parking and loading layout on each block.

SPRING 2019

- City staff and PPA staff will recommend a final parking and loading layout for each block and share their recommendations with community stakeholders.
- The City and PPA will work with businesses along 2nd, 5th, and 6th Streets to organize loading along both corridors and will help coordinate the implementation of the new loading strategies.

WHAT WE NEED FROM YOU

- Input on parking and loading needs on your blocks of 2nd, 5th, and 6th Streets.
- Contact information from residents and business owners on 2nd, 5th, and 6th Streets for follow-up communication.