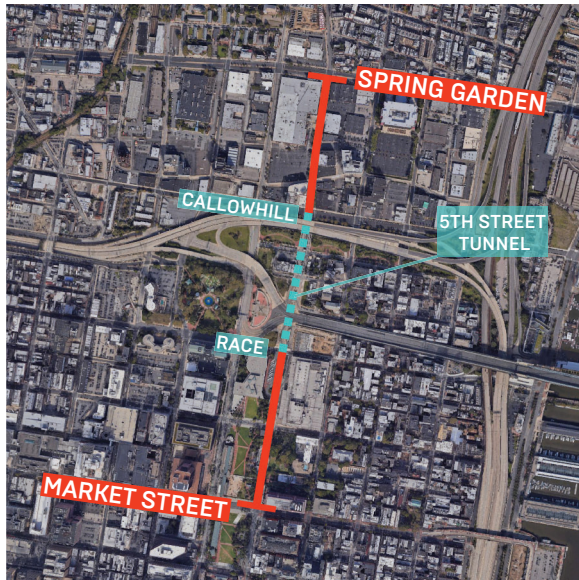


5TH STREET PROTECTED BIKE LANE PROJECT: SPRING GARDEN - MARKET STREETS

2019 Fact Sheet

Providing a consistent and protected bikeway will improve safety and encourage bicycling along the corridor.



PROJECT BOUNDARIES:

5th Street from Spring Garden to Market Streets

PRIMARY PROJECT GOALS:

1. Create a high-quality northbound bike connection between Old City and Northern Liberties
2. Refresh lane markings and crosswalks
3. Make a dedicated space for bicycles in the roadway
4. Resize vehicle lanes to encourage safe speeds

IMPROVING SAFETY FOR EVERYONE

Fifth Street between Spring Garden and Market Streets is a primary northbound bicycle route from Old City to Northern Liberties.

Restriping and adding protection to this section of 5th Street will provide a safety upgrade to the existing bicycle lane. There is currently a paint buffered bicycle lane on the majority of this corridor and a protected bicycle lane in the tunnel between Race and Callowhill Streets. This project will upgrade the entire corridor to a protected bike lane.

Improved intersection markings will increase predictability and awareness. Pedestrians will have newly-refreshed crosswalks, people driving will have new paint markings, and all travelers will benefit from a clearer overall street configuration.

CRASHES ON 5TH STREET



There were **56 crashes on 5th Street between Market and Spring Garden** from 2013 to 2017. Two involved a bicycle and a vehicle and 6 involved a pedestrian and a vehicle.

FATALITIES & INJURIES



53 people were injured in crashes on 5th Street between 2013 and 2017, including 8 people walking and 2 people riding bikes. 2018 data is not yet available.

WHY PROTECT THE 5TH STREET BIKE LANE?

Protected bike lanes make dedicated space for bicycles in the roadway and encourage more Philadelphians to consider biking for transportation. Research shows that many people who would like to bicycle, but don't, are concerned about potential vehicle bicycle conflicts.



Source: City of Portland, OR

Please send questions and comments to:
Jeannette Brugger, Bicycle & Pedestrian Coordinator
jeannette.brugger@phila.gov

CITY OF PHILADELPHIA
otis

For more information:
<http://www.phila.gov/otis>

5TH STREET PROTECTED BIKE LANE PROJECT: SPRING GARDEN - MARKET STREETS

2019 Fact Sheet

PennDOT repaved 5th Street in Fall 2018 and put a new pavement marking layout on the roadway. This existing layout, shown here, provides placeholder space for the below parking protected bicycle lane improvements.

EXISTING CONDITIONS

Spring Garden to Callowhill (Existing):



- Parking lane on the left (west) side
- 2 motor vehicle lanes
- Paint buffered bike lane
- Parking lane on the right (east) side

Callowhill to Race, in the Tunnel (Existing):



- 1 motor vehicle travel lane
- Protected bicycle lane on the right (east) side of the tunnel with flexible delineator posts

Race to Arch, before Tunnel Entrance (Existing):



- 2 motor vehicle lanes to access the Ben Franklin Bridge
- 1 motor vehicle turn lane to access little Race Street and the tunnel
- Paint buffered bike lane

Arch to Market (Existing):



- Shoulder on the left (west) side
- 2 motor vehicle lanes
- Paint buffered bike lane
- Parking lane on the right (east) side

PROPOSED CONDITIONS

Spring Garden to Callowhill (Proposed):



- Parking lane on the left (west) side
- 2 motor vehicle lanes
- Parking lane on the right (east) side
- Parking protected bicycle lane with flexible delineator posts

Callowhill to Race, in the Tunnel:



NO CHANGE

- 1 motor vehicle travel lane
- Protected bicycle lane on the right (east) side of the tunnel with flexible delineator posts

Race to Arch (Proposed):



- 2 motor vehicle lanes to access the Ben Franklin Bridge
- 1 motor vehicle turn lane to access little Race Street and the tunnel
- Protected bicycle lane on the right (east) side of the street with flexible delineator posts

Arch to Market (Proposed):



- Shoulder on the left (west) side
- 2 motor vehicle lanes
- Parking lane on the right (east) side
- Parking protected bicycle lane with flexible delineator posts

Due to construction on this block, improvements will be phased.